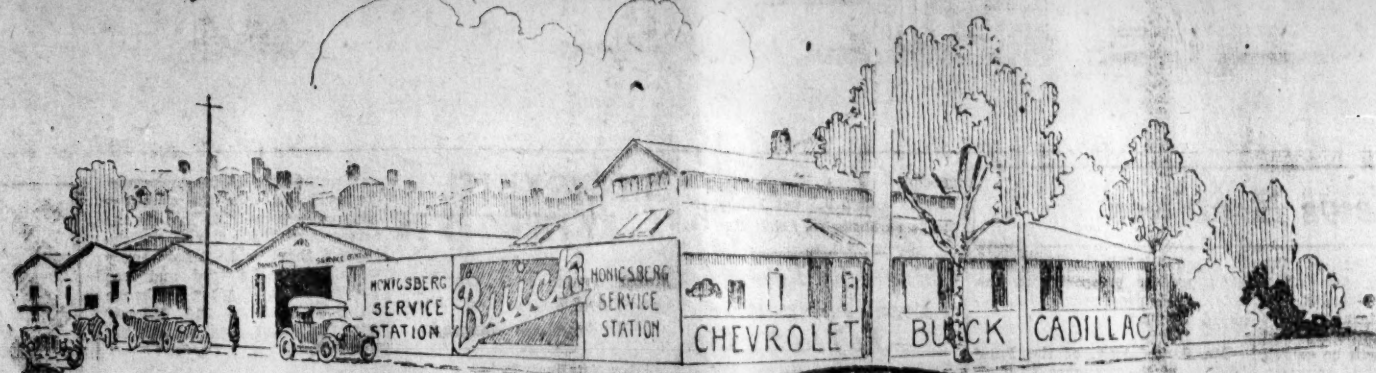


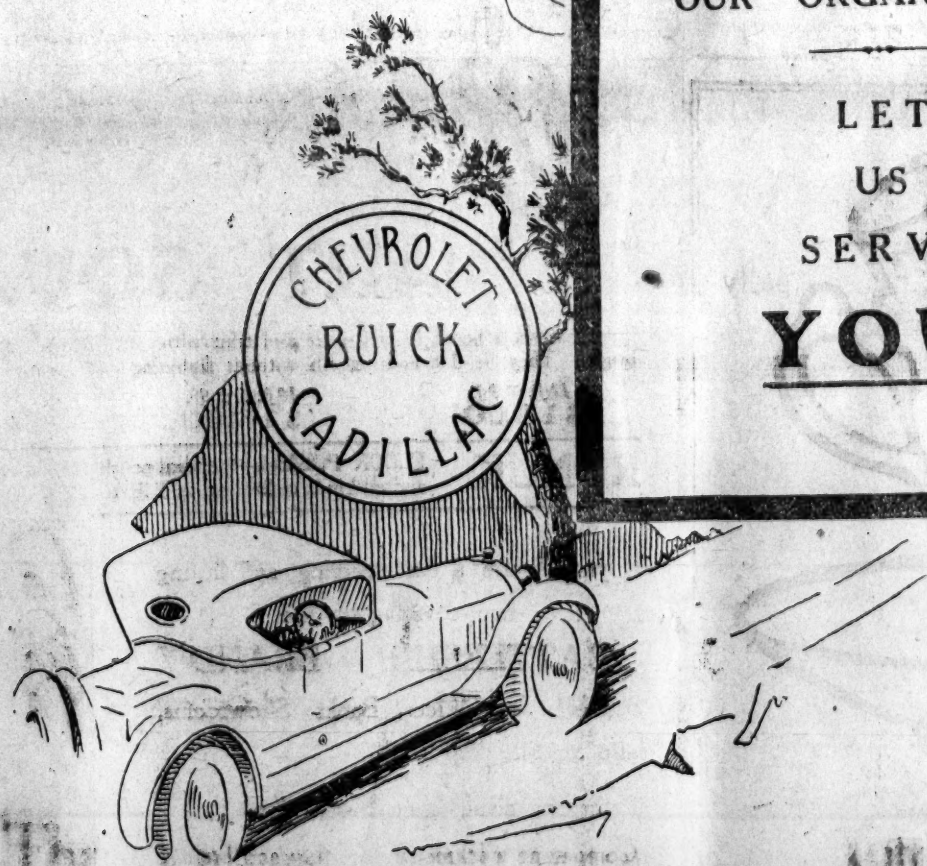
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The Largest Distributors of Automobiles in China

H. S. HONIGSBERG & CO., INC.

ALSTON GIVEN WARM WELCOME AT CAPITAL CITY

(Continued from Page 1)

other capacity, Sir John Jordan was irreplaceable. His successor could, however, have no greater inspiration than to remember his record and that of the great and eminent men who preceded him—few of whom equaled the record of Sir John Jordan and none surpassed it. He knew that the departure of Sir John was widely felt throughout China, but as the speaker told his friends in Shanghai the other day he supposed that his sense of personal loss was keener than most.

His friends there had been good enough to refer to the fact of his being no stranger to the management of the Legation in view of his two tenures of charge in 1913 and 1917, but he told them that however strenuous the times and onerous the duties on these occasions he had the comfortable feeling at the back of his head that whatever mistakes he made, Sir John would soon come back and cover up his tracks. But now he had no longer that comfortable feeling to fall back upon, and he counted on their sympathy and indulgence for the sins of omission and which omission were inherent to the handicap which he had mentioned. After expressing his pleasure on learning that the Society had done useful work during the last two years, His Excellency proceeded:

"I have always had the greatest confidence in the future derived from co-operation of the Anglo-Saxon and the Chinese races. Sharp as is the contrast between the energetic mentality of the Anglo-Saxon and the philosophic outlook of the Chinese there is something strangely common in temperament to both nations. WORD AS GOOD AS BOND

"It is still true that the word of the Chinese merchant is as good as his bond and we may hope that both nations have this in common that they believe in a square deal. The Chinese understand the Anglo-Saxon much better than they did 50 or even 20 years ago and the Anglo-Saxons are slowly but surely recognizing the fine characteristics of the Chinese.

"And I am supported in my confidence for the future by the splendid work which is being done by the Anglo-Chinese Society in bringing our respective nationalities together and in cementing the bonds which already so happily exist between our two countries and which we all hope will grow ever closer in the general interest of world peace.

"As a testimony of this statement I need only point to the presence this evening of Admiral Sir Alex. Duff, Commander-in-Chief of the China Station, who will tell you that he is bringing out to the Far East the strongest British fleet that has been seen here for many years. His Excellency will bear me out when I assure you that his intentions are purely Pacific.

TOAST TO NAVIES
Admiral Tsai Ting-kan, in a typical speech, proposed the toast of "The Navies," the salts of the earth. Referring to the part played by the British Navy in the war he remarked that Laotze had said that the "greatest fighter would not necessarily light." The British Navy had been a steel chain thrown across the neck of Germany stopping her breathing and suffocating her.

Admiral Duff said he thought he was going to reply for the British Navy but he found he had to reply also on behalf of the sister service, the Chinese navy. He alluded to the close association between the British and Chinese navies, and to the fact that many Chinese officers had been trained on British ships. Proceeding, he said that he felt it to be a great honor to be the first commander-in-chief of the reconstituted fleet in the Far East.

Performances by the Cantonese Amateur Orchestral Society brought the evening to a close.

Albanians Dread Graeco-Serb Attack

(Reuter's Service)

London, April 28.—In the House of Lords today Lord Lamington asked a question in which he alluded to the Albanians' fear of invasion by the Servians or Greeks and asked that the Allies should give an assurance that independence of Albania, guaranteed in 1913, should not be infringed. The Earl of Crawford, replying, said that the Supreme Council would not tolerate any aggression of the nature suggested or allow it to affect the final settlement of the Albanian question. Meanwhile it was impossible to give further assurances.

U.S.-Russian Trade Discussion Topic

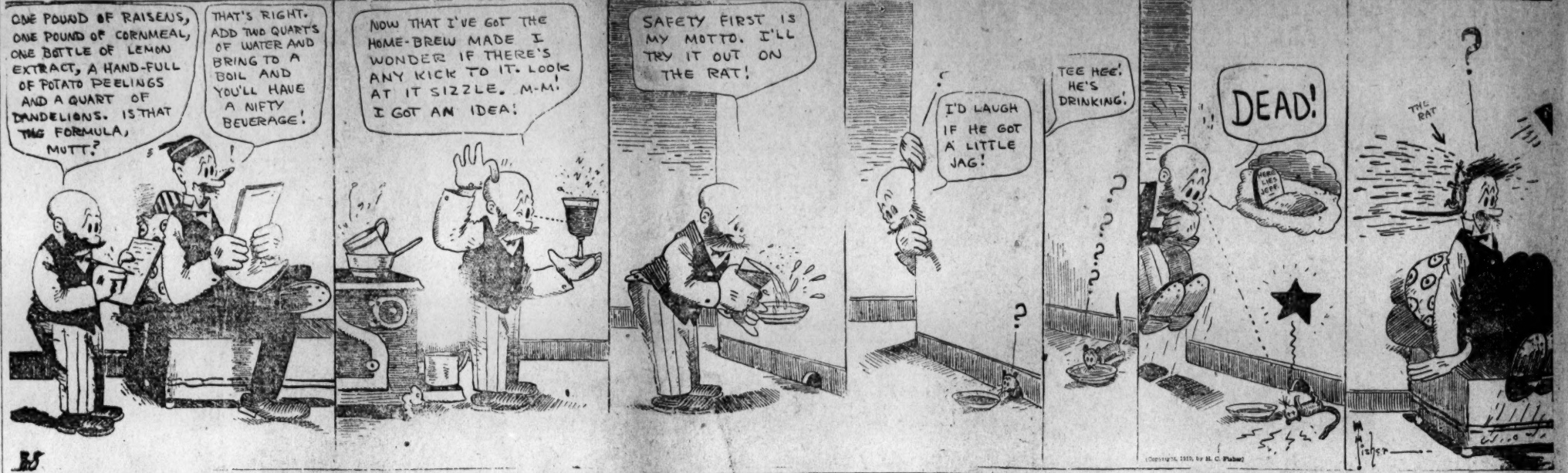
(Reuter's Pacific Service)

Atlantic City, April 28.—The Board of Directors of the United States Chamber of Commerce has authorized the appointment of a commission to proceed to Europe to investigate the possibility of resumption of trade relations between the United States and Russia.

MUTT & JEFF

Wonder Where Mutt Got Onto This Moonshine Recipe?

By H. C. Fisher



News Brevities

A regular meeting of the Shanghai Missionary Association will be held on next Tuesday. At 5 o'clock in the afternoon there will be a social gathering and light refreshments will be served by the ladies of the American Church Mission. At 6 o'clock there will be a business meeting. Miss V. P. Sze and Mr. T. C. Chao are to be the speakers.

The Quest Society is to hold a meeting in the Royal Asiatic Society Hall at 5:30 o'clock on Monday. "Education" is to be the topic of the principal speaker, Mr. A. G. Loeber, of the American Consular Service. Mr. A. J. Hughes is to preside.

From tomorrow, Sullivan's Fine Candies will be established in larger and better premises, at No. 38 Nanking Road. With the tremendous growth of the business, it has been decided that the old premises could not be retained much longer. Mr. Sullivan is making a specialty of his tea-rooms, where one will be able to get ice-cream that needs no introduction to Shanghai. It is to

be hoped that this move will bring even greater prosperity to the enterprising proprietor of this go-ahead business.

Mr. S. M. Dong, of the Boys' Division of the Shanghai Y. M. C. A. who was prevented from speaking at the missionary prayer meeting last week, will speak about the difficulties and successes of work among boys tomorrow at the Union Church at 5:15 o'clock.

The marriage of Miss Mary Bull who is well known in Shanghai, and Mr. John Siegfried, a tea merchant, was solemnized at San Francisco on Saturday, March 27, according to news received from the Pacific port yesterday.

Among the passengers who returned to Shanghai on the P. and O. steamer Novara yesterday were Mr. R. H. R. Wade, the Customs Commissioner of Shanghai.

The China Mail Steamship Co., Ltd., is just in receipt of telegraphic advice to the effect that the s.s. China sailed from San Francisco April 23 making a

special call at Yokohama this voyage outward, and is due to arrive at Shanghai about May 14.

Chinese Soldiers Lose Their Way In The Big City

A company of Chinese troops, on the way from the Arsenal to the Chinese Y. M. C. A. Recreation Ground beyond the North Szechuen Road Extension, became confused when they hit the Settlement yesterday. Whether it was the broad highways or the trams, they strayed off the path called for in the pass which allowed Chinese soldiers to tramp the thoroughfares of this International Settlement.

So they landed at the Chinese Y. M. C. A. Building on Szechuen Road and were stopped by a Chinese policeman who demanded the permit. It was produced but not before the Central Police Station had been notified and chief Inspector Vaughan had started for the scene.

The troops, clad in their battle array, were directed to follow the route defined in the pass.

CHINESE KILLED BY FIRE TRUCK

Motor Truck Goes On Rampage And Raises Riot—Victim Becomes Confused

After fatally injuring a Chinese employed by the French Tramway Company, a motor truck of the French Fire Department jumped the curb, tore across the sidewalk and plunged through a bamboo fence on Avenue Joffre about 100 yards east of Route de Soeurs yesterday morning when the chauffeur evidently lost his head. The truck was nearly wrecked. The accident happened shortly after 9 o'clock and the Chinese was injured so badly that he died in five minutes.

The apparatus was coming from Szeaiwei Road and struck the Chinese when attempting to avoid a wheelbarrow, according to eye witnesses. The Chinese who

was in the path of the car became confused and then the chauffeur apparently placed his foot on the accelerator instead of on the brake, they said. The heavy machine left the road and was nearly wrecked when it broke through the fence and dropped into the filled land across the sidewalk.

Senator Underwood Minority Leader

(Reuter's Service)

Washington, April 28.—Senator Underwood has been elected Minority Leader in the Senate, in succession to the late Senator Thomas S. Martin, of Virginia. Senator Hitchcock's withdrawal made the vote a mere formality. Senator Hitchcock is however the senior democrat on the Foreign Relations Committee and will continue to lead the Democrats in all foreign matters including the pending peace resolution and any further development in connection with the treaty of Versailles.



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12 ft. x 9 ft. \$18.00	10 ft. 6 in. x 9 ft. \$16.00	9 ft. x 9 ft. \$15.00	9 ft. x 6 ft. \$9.00
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If you require a hard-wearing and lasting floor-covering try the "BATTLESHIP BRAND" Suitable for Offices, Banks, Showrooms, also for Shipping work. Estimates given upon application. Competent workmen for cutting and laying.



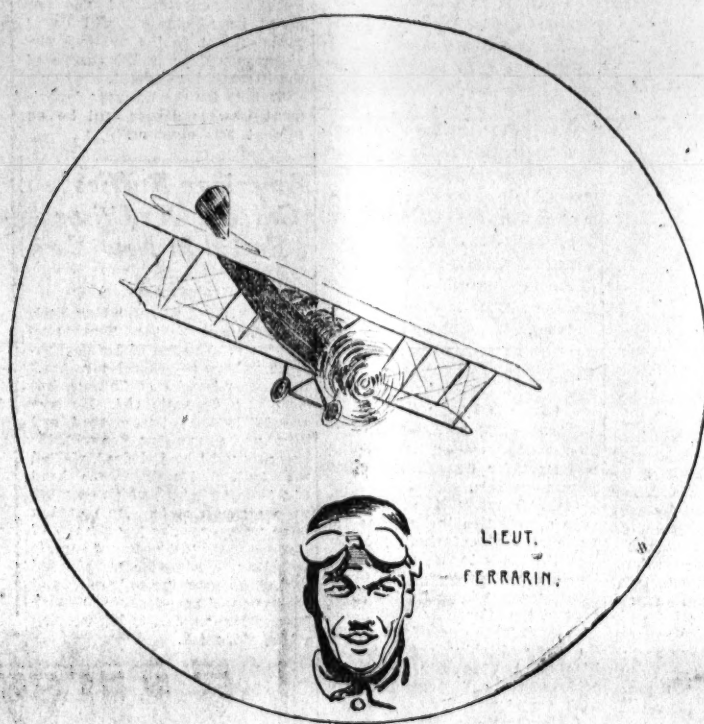
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\$50.00 each
Springs and bedding extra.

5% discount for cash

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Furnishing Department
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WELCOME!



To Lieutenant Ferrarin

And his Mechanic, Capparini

WE welcome you to Shanghai and congratulate you on your achievement. Your names will go down in the world's history as the "Aerial Path-finders," who blazed the path for Aerial Navigation in the skies of two continents. Posterity will record your deed as beneficial to human progress in developing Aerial Travel, which will be a great factor in future transportation.

May your success be everlasting!

Max Friedman
SALES MANAGER



THE SHANGHAI GARAGE CO., LTD.

HUCHOW STUDENTS OUT ON STRIKE

School Authorities Find New Problem—Kiukiang Scholars Also Out

(China Press Correspondence)

Huchow, April 27.—All schools in Huchow are now on strike. Government students are still living on the premises, but those of the mission schools who decided to take part in the strike propaganda were required to remove from the school buildings. The situation is decidedly unpleasant for the school authorities. The students have climbed into the saddle and are bound to go their own way, regardless of school regulations or of friendly advice. Hearing that the mission schools were to demand that their students either attend classes or leave school, nearly all the government school students marched en masse into the Methodist compound to expostulate. They spent the forenoon there, and the committee of the students union were there nearly all day. A few minor concessions were made by the schools, the final decision being that for the time those who did not share in propaganda work might remain in school, while those who were determined to do such work should leave the school grounds. Eighteen girls left Virginia School, fifty-one boys moved out of the boys' school, and twenty boys from the Baptist school found lodgings on the street.

MASS MEETING REFUSED
The official attitude towards the situation is one of great leniency. For instance, a mass meeting had been projected and permission for holding it asked of the officials. This was refused and the declaration made that any such meeting would be prevented by the soldiers.

Despite this refusal the students resolved to carry out their plans. On the morning of the day on which the meeting was to be held, three hundred soldiers marched into the place designated, and began to drill. This they continued all day, but at 2 p.m. the students entered the enclosure, school by school, faces pale and determined, evidently expecting to be set upon by the soldiers. They were, however, entirely unharmed, and passing to the rear of the soldiers, they placed their hands and harangued to their hearts' content the large crowd who had followed them in.

AGITATION FORBIDDEN
A few days later a proclamation was issued forbidding students to agitate closing of the shops. This order was disregarded. In a day or two another proclamation was posted prohibiting street speeches of a political nature. This has also been a dead letter, and the propaganda goes on without hindrance. The result of all this is that the students feel that the law is in their own hands, and while they have been fairly discreet, yet in one instance, if reports are correct, they have overstepped all law and propriety. The incident is told as follows. The pastor of the Methodist Church just outside the North Gate had forbidden his two sons, students in Soochow University Middle School, Number Three, to engage in the student propaganda.

The strikers were angry at this, and, as they say, at certain remarks made by the pastor. Con-

sequently a crowd of students from the government schools went to the pastor's home with the intention of beating him up. Having had word in time, the pastor betook himself to a country station. Arriving at the house, the students paid no attention to the doorkeeper's statement that the pastor was away, and entering, in spite of protest, proceeded to search the house, rolling up their sleeves and uttering threats. They searched everywhere, even invading the bedroom where the pastor's wife had hidden from them. Furiously they demanded the pastor, but when at last they were convinced he was not there, they ordered that tea and dinner be given them. This was provided and after some time they departed.

It is expected that within a few days the mission schools will take further action, probably closing the schools, unless the students are willing to attend classes and observe school regulations as usual.

KIUKIANG STUDENTS OUT

(China Press Correspondence)

Kiukiang, April 27.—"Everybody's doing it," goin' on strike! Last week one day the students of Kiukiang met to decide the question whether they should "walk out" or not. The first decision was to remain at their studies but later they turned and joined the other students in the Valley.

The strike began Monday, April 26 and they say they "have struck for a better government and ask for relief against the aggressions of Japan." The morning of the 26th found over one thousand students of the Government and Mission Schools of Kiukiang as well as the Government Agricultural School of Sa Ho, on parade through the streets of the city. The people received them very sympathetically and even the policemen of the city saluted them! Every student carried a paper banner with appropriate words denouncing the government's secret negotiations with Japan. They demand that direct negotiations with Japan be stopped; that the Sino-Japanese Military Compact be renounced; and that all secret treaties be abrogated. They also ask the merchants and the laboring classes to join in the strike for a better government.

The local authorities are not suppressing any demonstrations on the part of the students. They simply have had soldiers and policemen marching in the rear of the parades to preserve order. The students are out for an indefinite time. The faculty of William Nast College announce a vacation of two weeks and advise the parents of the students of this fact. Those who are willing to obey the rules of the institution may remain in the school dormitories. No meetings are permitted on the campus.

Korean Murdered, Consulate Verdict

A Korean found dead in a pool of water off Route de Siemen on Friday has been identified as Hui Zung-ho, who resided at a Boone Road lodging house and was formerly employed as an interpreter at the Japanese Consulate-General. After an investigation by Japanese Consular officials, a verdict of "murder by unknown person or persons" was returned.

First Italian Aviator Will Arrive Here Today

(Continued from Page 1)

trenches. For this he was given the Italian golden V. C.

ORGANISER OF FLIGHT

As an aviator, d'Annunzio was the promoter and the first executor of most of the daring enterprises, including the bombing expeditions to the Austrian Naval Bases of Pola and Cattaro, both far and well-fortified, and the flight over Vienna. He was twice wounded, losing the sight of an eye.

As a sailor, he designed and conducted the raid on the Harbor of Buccari near Fiume. He went there with two small motor boats carrying torpedoes and sank one enemy ship. He has risen, step by step, to the rank of colonel.

The Fiume question, which has not yet found a solution, has prevented the great soldier-poet from participating in the flight. Though directed by Colonel d'Annunzio, the work of preparation was made by Captain Delpiano, who was recently in Shanghai to complete arrangements and Lieut. Bilisco, both of whom had taken great pains to ensure its success. The whole length of flight is about 18,000 kilometers or 30,000 Chinese li. It is divided into the following sections:

Rome-Clois de Colle;
Clois de Colle-Saloniki;
Saloniki-Adalia;
Adalia-Allopo;
Allopo-Bagdad;
Bagdad-Bassora;
Bassora-Bunder Abbas;
Bunder Abbas-Glaubar;
Glaubar-Karachi;
Karachi-Delhi;
Delhi-Benares;
Benares-Calcutta;
Calcutta-Rangoon;
Rangoon-Bangkok;
Bangkok-Hanoi;
Hanoi-Canton;
Canton-Poochow;
Poochow-Shanghai;
Shanghai-Tsingtao;
Tsingtao-Peking;
Peking-Shingishu;
Shingishu-Seoul;
Seoul-Tokio;
Tokio-Osaka;
Osaka-Tokio.

DESCRIPTION OF MACHINE

The S. V. A. type of machine used by Lieut. Ferrarin is so called because it is named after Colonel Savaria and Verdusio who designed the machines and after Ansaldo, the factory where the machines are built. The plane is recognised by Italy and abroad as a perfectly built machine. Its characteristics are: Weight, 730 kilograms; Plane, surface, 26.9 square meters; Speed, 215 kilometers per hour; One fixed motor, SpA or Isotta, both of Italian make, 220 horse power, 6 cylinders and 1,650 revolutions per minute.

The S. V. A. machines are being built by Mr. Brezzi, director of the

Ansaldo. The new pattern made its first flight 1919. After the necessary improvements as required after the trial flight were made, the machine took its place among the best of the world with some splendid flights in the war zone.

Great are the difficulties of this flight, the exceptional length of the course, the different nature of the zones to be crossed, the variation of climates and other big obstacles which have to be surmounted.

The machines must fly over the Adriatic Sea, from Brindisi to the Albanian Coast, the Aegean Sea from Saloniki to Smyrna, the Gulf of Liaoting from Tientsin to Hlung Hiao and finally the Straits of Tsushima from Fusan to Shimonoseki. All these represent some thousand kilometers of flight over the sea and the machines used for the flight are not seaplanes.

The airmen therefore are performing some dangerous exploitation without any special provisions for their safety in case they fall in the water.

To get over the mountains of Asia Minor, more than 10,000 feet high, those of Persia, India and Burma, encounter the winds of enormous velocity which in Mesopotamia and along the coasts of Persia rise in their wake so much dust as to interfere with the visibility of the way, to cross swords with the typhoons of the Indian Ocean and of the China Sea and to fly hour after hour with a temperature of 50 below zero without alighting to the ground are the best proof of the absolute perfection of the machines and of the faith of the fliers. This is the explanation of the whole world for its admiration for what the Italian airmen can do.

(Reuters Pacific Service)

Poochow, May 1.—Lieutenant Ferrarin, weather permitting, will start for Shanghai at about noon tomorrow.

On Thursday the Governor gave a reception in honor of the Italian aviators, including Major Turilli who is in charge of the local arrangements for the flight. Those present included the members of the Consular Body, and high Chinese officials. The Governor highly complimented Lieutenant Ferrarin on his achievement and presented him with a gold medal.

Owing to the weather, an exhibition flight has not been possible.

Chinese Receives Verdict Of \$900 For Auto Accident

Judgment for \$900 against Mr. H. Bland of the Shanghai Municipal Health Office was given in favor of Mr. Ma Ying-tsin of the Chinese Government Steamship Administration yesterday in the British Supreme Court. Plaintiff, was run down by defendant's motor car, driven by his Chinese chauffeur on February 17 on Szechuen Road.

Mr. Reader Harris represented the plaintiff while the counsel for the defense was Mr. Lipson Ward. The judge, Mr. Skinner Turner expressed the opinion that the onus was upon the defendant to show that he was not negligent. The plaintiff had proved special damages of \$700 and the Court awarded \$900. The plaintiff claimed \$1,318.

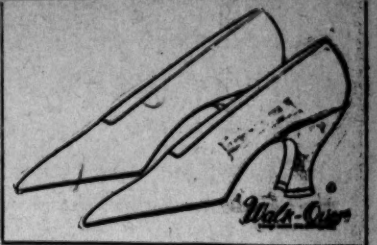
American Women To Meet Tuesday

The American Women's Club will meet Tuesday afternoon at the Carlton Cafe. Tea will be served at 4 o'clock and the business meeting will begin promptly at 4:30 o'clock. Mr. A. Q. Adamson will give a lecture on Chinese architecture, which will be illustrated with lantern slides. The slides will show views of the Imperial palace at Peking and forbidden quarters of the Imperial household and will be of rare interest to the public. The program will be in the charge of the Literary department. Tickets for the Literary department Chinese dinner will be on sale at this meeting.

American Raffles' Career Of Crime Ended In New York

(Reuters Service)

London, April 28.—The New York correspondent of the Times telegraphs: The career of Jimmy Harrigan, otherwise "Silk Mask Jim," the master burglar of Chicago, has come to a dramatic end. He was arrested by the police, escaped, and kept up a running fire with his pursuers until he fell dead, riddled with bullets. Harrigan was head of a "burglar trust" which operated on a gigantic scale. He rented a large warehouse for the storage of loot and employed a staff of experts including women. He had planned robberies amounting to hundreds of thousands of pounds. He earned his nickname owing to his wearing a blue silk mask.



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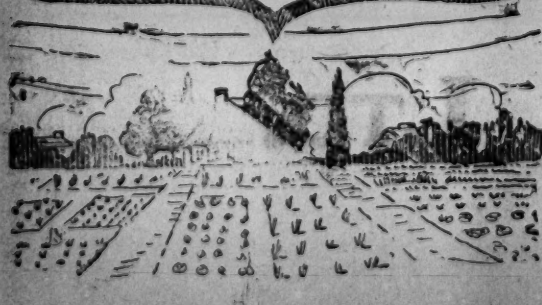
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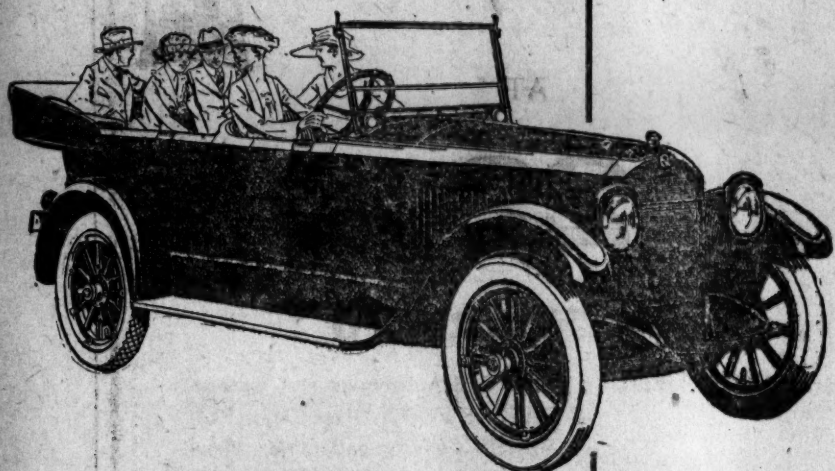
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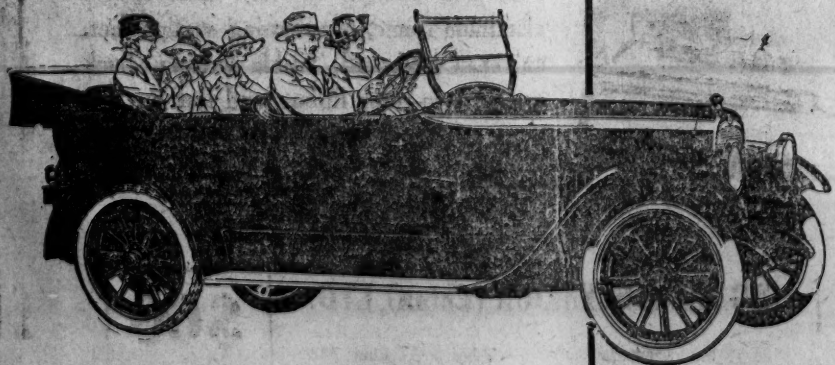
Your car will need adjustments and repairs from time to time. Then, too, there is no car made that does not require spare parts on occasion.

SERVICE, therefore, is the keynote of the transaction. That service, in the fullest sense of the word, we take pride in being able to render.

Our repair shops, under the direction of highly-skilled foreigners, are too well-known to need description. As regards spare parts, we have a large and complete stock, and, as you know, Studebaker spare parts may be relied upon.

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STUDEBAKER "SPECIAL-SIX"

COURT ASSAILS COTTON GUILD

Mr. Grant Jones Hands Down Decision In Trademark Forgery Case

A decision by British Assessor Grant Jones, in the Mixed Court, yesterday has established the precedent that the guilds should expel members from their membership and the public be protected from fraud.

In the case brought by the Oriental Weaving and Spinning Company, Ltd., the Court ruled: This is an application for the release of a cargo of cotton yarn which was attached by Order of the Court on February 27 last, at the instance of Messrs. Arnold Brothers, General Managers of the Oriental Cotton Spinning and Weaving Company, Limited. The attachment was made on evidence that the bales in question bore labels imitative of the labels of the Company.

It now appears that the cargo is the property of one Lei Hsiang-chi who, owing to a corner on the market, found himself under obligation to deliver a greater quantity of the Company's yarn than he could legitimately obtain. He accordingly approached a friend named Yang Tsu-sheng, of the Chung Hwa printing Company in Szechuan Road, and had printed some two thousand of these fraudulent labels at a cost of twenty-five dollars. The fraud was discovered while the cargo was in transit through the Soochow Creek to an unknown destination. The day after the seizure Mr. Wu Ling-shu, Vice Chairman of the Cotton Yarn Guild, went to Messrs. Arnold Bros., said that the younger brother of a friend had imitated the labels and asked them to use their influence in the court's favor. At the same time he offered to guarantee that the fraud would not be repeated.

This guarantee has now been given and accepted by Messrs. Arnold Bros. who, having regard to the fact that no damage had yet actually accrued, are reluctant to take further proceedings in respect of the infringement of their trademark.

It would be thought that a reputable Guild would have repudiated all connection with such unscrupulous steps to expel such a member from their midst, but the attitude of the Vice-Chairman would seem rather to be indicative of the view that whatever can be compounded ceases to be reprehensible.

These facts again draw attention to the urgent necessity for the enactment of a measure imposing penal sanctions upon such infringements. The criminal law can, of course, now be invoked when a purchaser has been actually deceived by the fraud. But the imitation of a trademark or trade wrapper is not forgery at common law, or under the Provisional Criminal Code, even when the trademark consists of a signature, such an imitation when it has been intended to be and has been

the means of inducing persons to part with their money, in the belief that they were buying one thing when in fact they were buying another, is sufficient to support a conviction on an indictment for obtaining money by false pretences. This affords sufficient protection to the innocent purchaser of goods falsely marked; the manufacturer who has suffered in his custom and in his reputation by piracies such as this is sorely in need of further protection from the legislature.

There must be an order for release after removal and destruction of the labels and after payment of all charges incurred in and about the seizure and detention of the cargo and the costs, as between solicitor and client, of this and all previous applications.

MAY DAY FETE AT FRENCH SCHOOL

The first May Day fete of the French Municipal School took place at the school grounds yesterday afternoon before a large attendance and the 50 students taking part in the colorful demonstration were roundly applauded for their splendid program.

There were five numbers in addition to the crowning of the Queen of the May, Miss Doris Bailey, and the may pole dance, an artistic finale.

The following took part: Queen of the May, D. Bailey; Spring, L. Chieri; Summer, Marjorie Serebriannikoff; Autumn, Germaine Lemiere; Winter, Aida Haimovitch; fairsies: D. Robert, A. Van Corback, S. Holper, B. Parker, A. Lion, D. Hardy, A. Love, N. Brooks, R. Toledano; Leives: R. Fisher, J. Bunn, A. Leslie, E. Tucker, L. Zukorsky, J. Hudson, R. McCloskey, J. Bailey and G. Fisher; peasants: M. Bulow, L. Bernard, J. Van Corback, P. Brooke, O. Crane, B. Silby, M. Webb, H. Eveleigh, J. McGavin, S. Ward, J. Fowler, P. Statkeleff, G. Gater, G. Glanville, J. Westaway, M. Selte, V. Gensburger, L. Chieri, B. Toledano, A. Haugel, W. Westaway, C. Seltz, G. Doney, G. Manikun, M. Crane, V. Webb, E. Cockburn, H. Rose, M. McGavin, M. Chieri, B. White, J. McGavin, P. Ward, C. Crane and C. Islet.

The following took part in the Sir Roger de Coverley: E. Battersby, D. Battersby, P. Wilkinson, I. Brandtmar, I. Poate, A. McRae, S. Tucker, E. Forsyth, H. Cockburn, C. Nichols, B. Patrick, J. Moller, F. Nichols, W. Hardy, P. Strickland, C. McRae, F. Poate, H. Eveleigh, H. Bernard, B. Bailey, G. Lion and J. Bourricot.

The May Pole Dance was done by the following girls: A. Soyka, O. Crane, B. Silby, P. Brooke, G. Gater, G. Doremus, M. Mendel, V. Gensburger, A. Haimovitch, I. White, M. Brewer, M. Bulow, M. Chieri, M. McGavin, E. Cockburn, I. Campbell, L. Chieri, G. Lemiere, A. Gensburger and M. Serebriannikoff.

DONATES LARGE SUM TO EDUCATE ORIENTAL WOMEN

Detroit Gives Two Millions To University Of Michigan

Levi L. Barbour, Detroit manufacturer, has given the University of Michigan the property at 661 Woodward Avenue, formerly his home, with the stipulation that the income from it will be used for educating women of the Far East. It has been announced by Robert H. Clancy, field secretary of the University of Michigan Club.

Mr. Barbour negotiated a lease for 99 years on the property with Fred and Angus Smith, who will erect a large building for automobile salesrooms. Under the lease the university will receive a total of \$2,367,000 in rentals.

PHYSICIANS NEEDED
Mr. Barbour said in making the endowment that he believed America can be cemented closely to Oriental countries if a greater effort is made here to educate the people of the far eastern countries, particularly the women. The endowment will supply the funds by which women can go to the University of Michigan and study medicine and prepare for various other professions which will fit them to aid in the uplift of their home countries.

A study of present missionary efforts in far eastern countries led Mr. Barbour to the discovery that there are many cities there larger than Detroit in which there are only one or two modern doctors. This, with a complete lack of sanitary measures and no knowledge of the care of public health has been responsible, he found, for pestilences which claimed the lives of thousands.

The gift to the University, Mr. Clancy announced, carries with it the deed to the property. Under the lease \$14,000 a year will be received for the first 10 years; \$15,000 a year the next 10 years; \$17,000 the next 10 years; \$22,000 a year the next 20 years; \$27,000 the next 25 years and \$33,000 a year during the last 24 years of the lease. The property is located opposite Brady Street and has a frontage of 93 feet.

OTHER GIFTS
In 1918, it has because known, Mr. Barbour gave \$100,000

in cash for the same purpose as that of his last endowment. At the same time he gave the school \$100,000 for Betty Barbour Hall, now being built. His other benefactions to the University include \$25,000 for Barbour Gym, the property at 800 Woodward Avenue, worth approximately \$150,000, and 48 lots on Thirty-second and Thirty-third streets, which have just been sold by the University for \$55,000.

34,382 Imperials Occupy Ireland

(Reuter's Service)
London, April 28.—In the House of Commons today Mr. Winston Churchill, in a written reply to a question, stated that at present there were 34,382 effective troops in Ireland besides 40 tanks.

Shanghai Tramways

The following is the Traffic Return of the Shanghai Tramways (Foreign Settlement) for the month of April, 1920, and for 4 months ended April 30, 1920, with figures for the corresponding periods last year:

	Apr. 1920	Apr. 1919
Gross receipts	\$192,111.09	\$166,176.68
Loss by currency depreciation	50,023.25	41,221.68
Effective receipts	\$142,087.84	\$124,955.00
Percentage of loss by currency depreciation	27.36	26.02
Car miles run	391,247	360,420
Passenger carried	8,560,973	7,546,743
4 Months ended 30 Apr. 1920	34,382	30,420
Gross receipts	\$748,090.05	\$630,121.76
Loss by currency depreciation	130,670.32	153,252.32
Effective receipts	\$557,419.73	\$476,869.44
Percentage of loss by currency depreciation	26.83	26.58
Car miles run	1,555,072	1,398,845
Passengers carried	33,343,480	28,524,447

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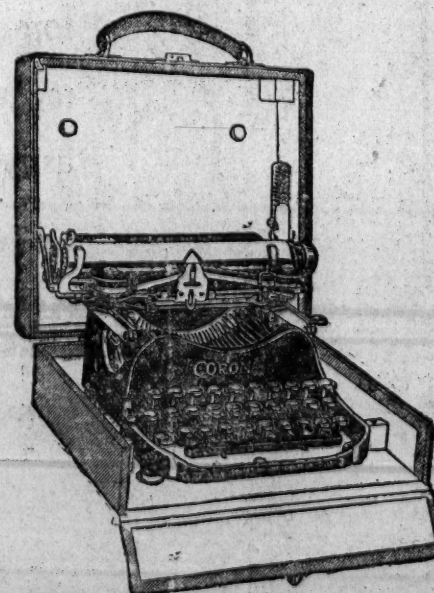
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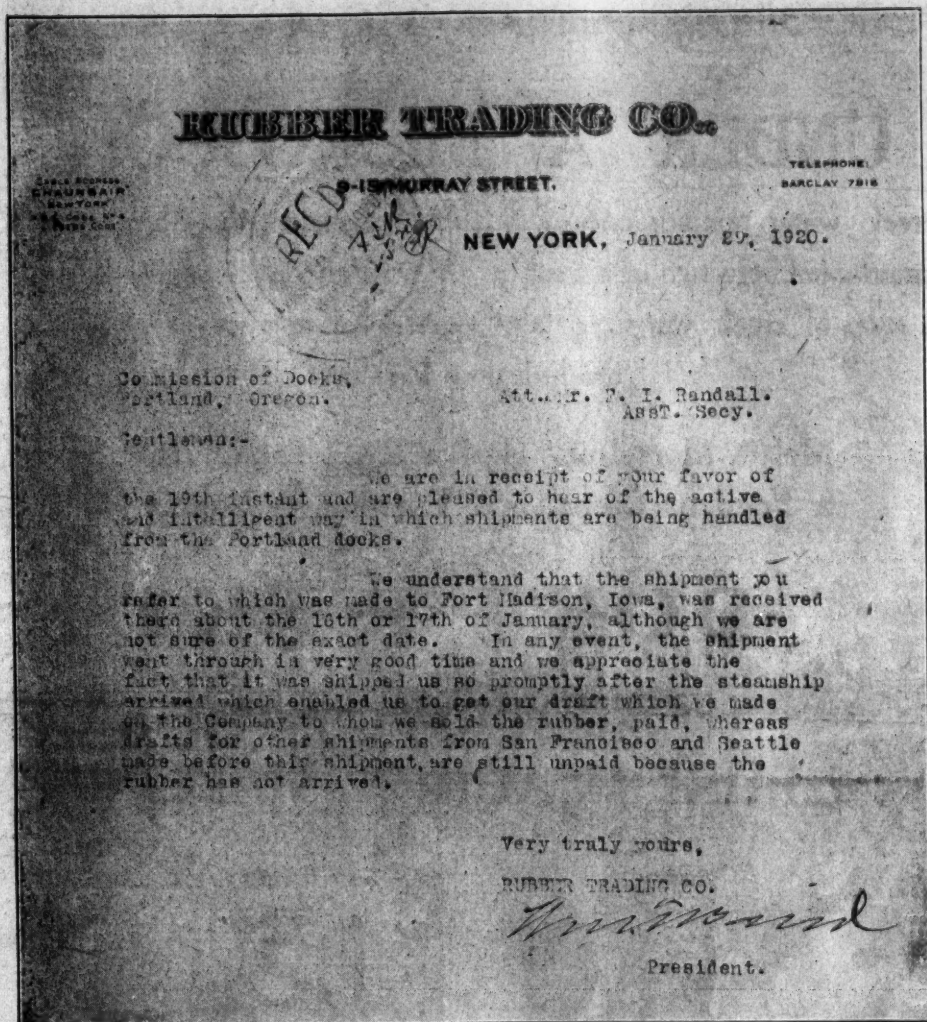
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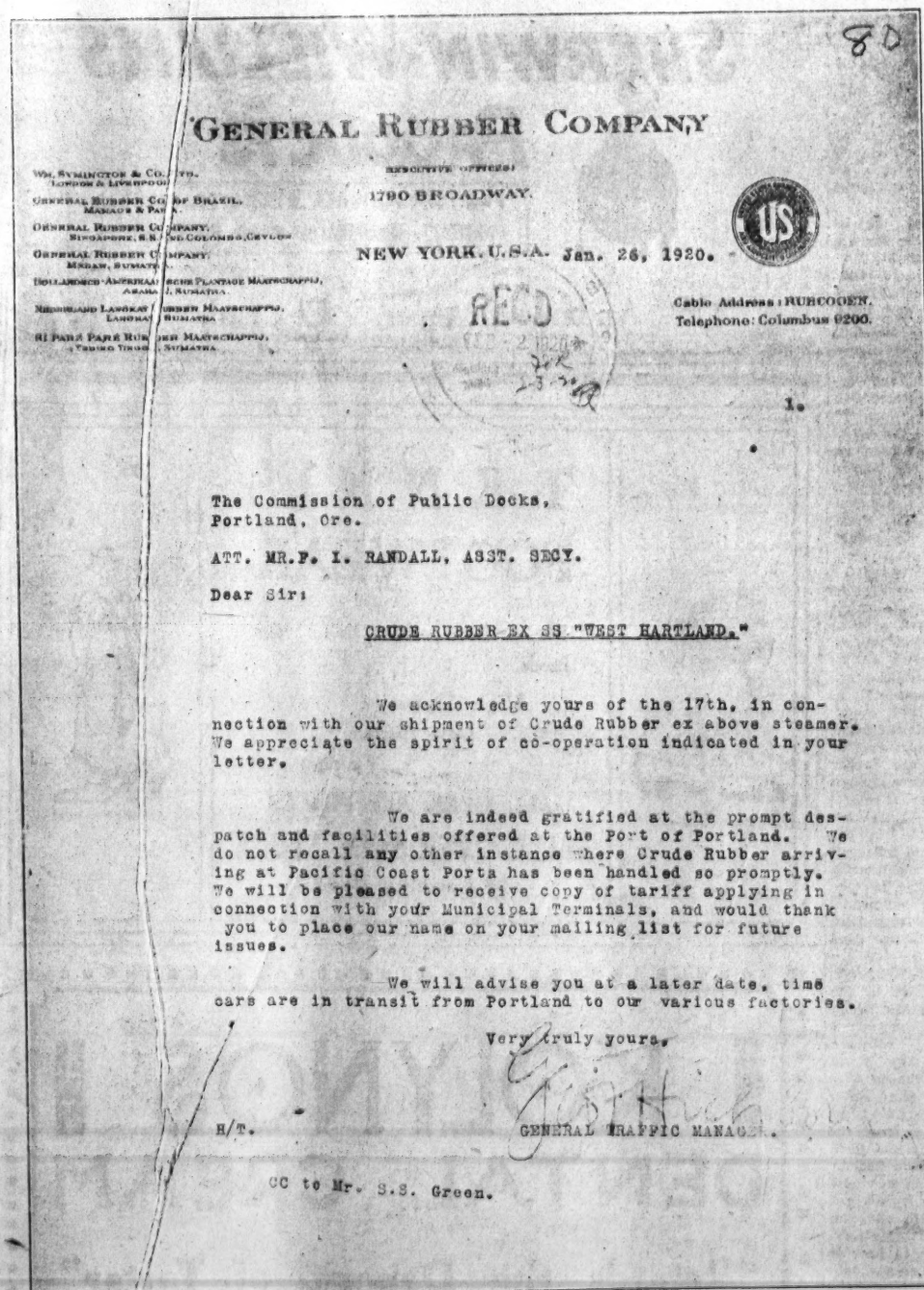
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DENIES CALLING JAPAN MENACE

Daniels Says His Testimony Before Naval Committee Was Garbled

HE TOLD OF PACIFIC NEEDS

His Policy Regarding That Coast Is The Same As For The Atlantic

Washington, April 2.—Secretary Daniels today authorized a denial that he had told the Senate Naval Committee yesterday that Japan "was a menace" to the United States, because of naval developments in the Pacific.

In a letter to Senator Page, Chairman of the committee, Mr. Daniels today took exception to an article in a morning newspaper which declared that Mr. Daniels, while testifying behind closed doors yesterday, had given the Naval Committee some "startling information" concerning the activity of the Japanese in the Pacific, which, if substantiated, navy officers contend, must be regarded as a menace to American interests in that part of the globe. The story went on to credit Admiral Coontz with having "joined Secretary Daniels in urging the committee to oppose the Japanese new armament program with strong building operations."

"This publication," Secretary Daniels wrote to Senator Page, "conveys an impression that is calculated to give a friendly nation a view of the attitude of the Secretary of the Navy and your committee that is wholly at variance with the attitude of your committee and the Navy Department. At the request of your committee I appeared before it in an executive session and in answer to questions Admiral Coontz gave to your committee the relative strength of Great Britain, France, Japan, Italy and other nations, and of their building programs. My primary purpose in going before the committee, and the only recommendations I made, were that Congress should take action to provide adequate facilities on the Pacific coast for the care, repair and maintenance of the great Pacific fleet."

Mr. Daniels explained that he had asked the committee for appropriations aggregating \$12,790,000 for a docking and repair plant at San Francisco, fuel storage plants in Puget Sound and Pearl Harbor, and a submarine base at San Pedro.

"No reference," the letter continues, "was made to any appropriations for the construction of new ships."

"As a matter of fact, the naval bases on the Pacific have been too long neglected, and the burden of my argument was that it was necessary to establish a naval base in deep water in San Francisco harbor to care for our modern dreadnoughts. Our excellent navy yard at Mare Island is too far removed from deep water to admit of the latest dreadnoughts being docked or repaired at that yard. The policy urged was to continue Mare Island with all its building and repair facilities for all ships of the fleet that will go into Mare Island dock, and to construct a place for maintenance and repair of the superdreadnought at a point in San Francisco harbor where there is water deep enough for the greatest ships. I regard this as a matter of the highest importance, made essential by the presence in the Pacific of a fleet of over 500,000 tons. It was merely to induce the committee to take action now on that recommendation that I made my argument, and that Admiral Coontz gave military reasons."

Just before the war, Congress, feeling the long neglect of the Pacific bases, directed the Secretary of the Navy to appoint a board to recommend adequate bases on that coast. The World War delayed action on the wise recommendations of the Hearn Board, and last year a re-study of the needs of the Pacific coast for caring for the great Pacific fleet, was made by the McKean Board.

"The recommendations of these boards of naval experts were urged as worthy of immediate adoption by this Congress, and as necessary, if the Government is to provide facilities on the Pacific as adequate as have been supplied on the Atlantic."

"The statement that anything was said to the effect that the Japanese menace the United States is not correct, and is misleading. I stated to the committee that our relations with all countries on the Pacific were most friendly and cordial, and that I

did not believe any nation menaced the United States, and I was sure this country would adopt no policy based upon antagonism to any power in the Pacific. We are enlarging naval bases on the Atlantic not because of the fear of any European nation, or because this country has any plans that look toward war with any nation. The same principle of national protection and ability to help preserve the world's peace—that actuates us in building drydocks and modern naval bases on the Atlantic Coast demands that we shall do the same on the Pacific coast."

"I am sure that you and all the members of the Senate Naval Affairs Committee will regret as misleading a publication that may be misinterpreted by our Japanese ally and friend. It is our pleasure and duty to strengthen these friendly ties, and no action by the Navy can be construed into any spirit except of friendship and desire for continued peace and concord and close relations with Japan and all other nations bordering on the Pacific."

St. John's University News-Items

Mr. Z. P. Daung, student assistant to the physical director, was recently engaged to Miss Lok, grand-daughter of His late Excellency Lok of Tsing and a sister to Mr. I. M. Lok of the class of 1922. Mr. Daung, who will be graduated this summer, is an all-round athlete and a persistent worker in all social activities in the College.

Dr. F. L. Hawks Pott, president of the University, gave away the bride at the marriage of Mr. Maxwell Chapin of the language school of Nanking to Miss Kingman, which was solemnized on Monday, April 26, by the Rev. John Magee at the St. John's Pro-Cathedral. After the ceremony, a reception was held at the residence of Dr. and Mrs. Pott.

Students who were out in the present student movement are

gradually returning to their classes. At the joint meeting of the College and Middle School faculties held Saturday last, April 24, it was decided that in as much as the college still continues to function during these days, students returning after May 10 will not be allowed credits in study. However, it is hoped that students will all return before that date.

The site of the new science building has at last been decided upon. The plans are being obtained. The new hall, which will be a three-story building for the physics, chemistry and biology laboratories, will be erected across the Sochow Creek as recently announced. For the facility of the public in coming to fro, the present ferries will be rebuilt as soon as the construction of the new building starts.

Beginning September, 1920, in the coming academic year, the

faculty hopes to offer new courses in accounting, marketing, and Business organization, the history of commerce and industry, foreign trade, concrete construction, water supply, mechanics, representative government, American diplomacy in the Orient, and several other courses in philosophy and biology. These courses will be open to seniors and juniors or students who have finished two years work of college grade of an equal standing.

The University will also take in two new classes in the Schools of Theology and of Medicine respectively beginning from the same date. Students who have finished two years' work of college standing will be eligible as applicants.

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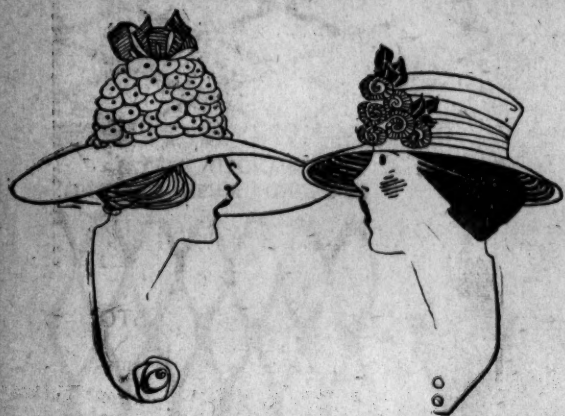
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BIRTH

RIDER: On April 30th, 1920, at the Victoria Nursing Home, to Mr. and Mrs. G. E. Rider, 7 Hart Road, Shanghai, a daughter.

Today's Church Services

Holy Trinity Cathedral.—Fourth Sunday after Easter. 8 a.m., Holy Communion. 10:30 a.m., Mattins and Holy Communion. Ps. 129, 130 and 131; Lessons Isaiah ix, 5; Luke xvi, 13-14; Anthem "In Thee is Gladness" (Stanford); Hymns 235, 470, 423; Preacher, Rev. W. Robbins, M.A. 3 p.m., Children's Service. 6 p.m., Evensong and Sermon; Ps. 145 and 146; Lessons Isaiah lxi, Rev. ii, 18-19, 6; Anthem "Abide With Me" (Sterndale Bennett); Hymns 529, 260, 26; Preacher, The Dean.

St. Andrew's Church, Broadway.—8 a.m., Holy Communion. 10:30 a.m., Mattins and Sermon; Ps. 128, 129; Lessons Isaiah ix, Acts iii; Hymns 4, 260, 290, 108; Preacher, The Sub-Dean. 6 p.m., Evensong and Sermon; Psalm 145; Lessons Isaiah lxi, Rev. ii, 18-19, 6; Hymns 176, 270, 263, 12; Preacher, The Sub-Dean.

Union Church.—11 a.m., Preacher, Rev. J. Percy Bruce, M.A., of Tainanfu; Chant 116; Anthem "Jesu, Word of God" (Mozart); Hymns 167, 126 Part 2, 567. 6 p.m., Preacher, Rev.

J. Percy Bruce, M.A.; Chant 73; Anthem "What are these" (Stainer); Hymns 72, 348, 347. 7 p.m., Holy Communion.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads).—The services in the above will be conducted as follows: Morning 11 a.m. by Rev. F. W. Baller; Evening 6 p.m. by Rev. J. C. Keyte, M.A.

St. John's Pro-Cathedral, Jessfield.—Evening Prayer in English at six o'clock. Preacher, Rt. Rev. F. R. Graves, D.D.

St. Joseph's Church.—Masses at 6, 7, 8:15 and 10 a.m. At 10 a.m. High Mass. Sermon in English. At 4 p.m. Benediction of the Blessed Sacrament. Masses on week-days 6, 7:30 a.m.

Christian Science Society of Shanghai.—Masonic Hall, The Bund.—Sunday Service 11 a.m. Subject: "Everlasting Punishment." Sunday School 10 a.m. Testimonial Meeting Wednesday Evening 6 o'clock. Reading Room open daily except Sunday. 10:30 to 12:30 at No. 21 Nanking Road.

Story Of War Related In Marshal Haig's Reports

Operations On The West Front Treated As One Single Great Battle

BY WILLIAM L. McPHERSON
(Author of "The Strategy of the Great War")

FIELD Marshal Haig's despatches covering the period from December, 1915, to April, 1919, have been collected into a stout volume and published in three countries—Great Britain, France (in translation) and the United States. The American publishers, The Text has been edited by Lieutenant Colonel J. H. Barnston, Haig's private secretary. A valuable set of West Front maps accompanies this handsome reprint.

Haig's reports deserve the compliment thus paid them. They are of interest to the general reader, as well as to the military student. During the war the British were practically alone among the belligerents in adhering to the practice of issuing periodical analyses of military operations. The French drew a veil over their campaigns, whether successful or unsuccessful. They took not the least chance of giving the enemy a scrap of useful military information. The Russians issued only fragmentary bulletins. German reports, like the "Kriegsberichte aus dem Grossen Hauptquartier," were speciously deceptive. The British General Staff, however, kept full faith with the public. It described the happenings at the front candidly and accurately. If the interpretation of the military situation was sometimes colored by motives of policy, the facts themselves were never intentionally juggled or distorted.

CLEAR AND TRUTHFUL. Field Marshal Haig's accounts of the campaigns of 1916, 1917 and 1918 were therefore the best and clearest sources of information available during the progress of the war. They were a delight to investigators and critics, combined by a mass of second-hand and misleading reports from the fighting lines. Marshal Foch, who prepared an introduction for the French edition, says of Haig's communications: "Written with the strictest regard for truth and scrupulously exact to the smallest details, these reports are distinguished by their unquestionable loftiness and breadth of view."

That is thoroughly deserved praise. They are also distinguished by modesty of tone and lucidity of style. They were well and will remain an invaluable contribution to the history of the great war.

That aspect of them which Marshal Foch has emphasized is of greatest interest today, when a critical study of the strategy of the war is just beginning. In his final despatch, dated March 21, 1919, the British commander-in-chief suggests a theory of strategic development of that struggle on the Western front which is certain to figure largely in the debates of the future. Naturally, he tries to co-ordinate and unify the Entente's strategy in the West, and to present it as a process reasoned out in advance rather than as a product of experimentation, shaped by a large extent by conditions and circumstances beyond any strategist's immediate vision or control.

Haig's view is that of the professional soldier, with a justifiable pride in his profession and a tendency to regard war as an exact science rather than as an art subject to infinite uncertainties and variations. He undertakes to clarify the strategy of the four years of tentative and disjointed effort on the Western front by

linking the confused and manifold operations there to "one single great battle."

TWO THEORIES. The field marshal states his theory in two ways. The first and narrower form is: "Neither the course of the war itself nor the military lessons to be drawn therefrom can properly be comprehended unless the long succession of battles, commenced on the Somme in 1916 and ended in November of last year (1918), on the Sambre, are viewed as forming part of one great and continuous engagement."

The second and broader form is: "If the operations of the last four and a half years are regarded as a single continuous campaign, there can be recognised in them the same general features and the same necessary stages which, between forces of equal strength, have marked all the conclusive battles of history."

Haig develops this ingenious suggestion by comparing the campaigns of the Somme and of Flanders in 1914 to the opening skirmishes of a battle. This phase ended in December, 1914, with the complete abandonment of the war of movement for the war of rigid positions (trench warfare). The second phase—that of the war of rigid positions—lasted through 1915 and 1916, and through a part of 1917, although in 1917 the reversion toward semi-open warfare was already under way. These three years saw the barren theory of attrition exploited to the utmost.

In 1918 semi-open warfare became the rule and was followed by a revival of the real war of movement. This last phase ended in Allied victory, due, as is generally admitted now, to the vast increase in the Allied strategic reserve caused by the arrival of the American armies. But the parallel which Field Marshal Haig has constructed, and especially his insistence on the efficacy of the attrition policy, leads him to exclude from view the decisive factor in Germany's defeat—the renewal of unrestricted submarine warfare in February, 1917, which forced American intervention. His argument therefore culminates in this very dubious conclusion:

"In a battle joined and decided in the course of a few days or hours, there is no risk that the lay observer will seek to distinguish the culminating operations by which victory is seized and exploited from the preceding stages by which it has been made possible and determined. If the whole operations of the present war are regarded in correct perspective the victories of the summer and autumn of 1918 will be seen to be as directly dependent upon the two years of stubborn fighting that preceded them."

BEYOND FORESEEING. A battle generally discloses some plan, some grasp of a situation, on the part of the commander fighting it. He is able to infuse some unity into his designs. But in a war spread over four years and a quarter, fought under novel conditions, involving masses never before put on a battle front, a war of nations, not of armies, who could expect the general staffs to have forecast its development or to have laid more than the vaguest plans for controlling its progress?

In the preface to "The Strategy of the Great War" I said: "This war differed from all other wars. It was fought on a

(Continued on Page 15)

Europe Is Busily Engaged In Planning New Alliances

BY FRANK H. SIMONDS
(New York Tribune)

THERE is perhaps no better evidence of the underlying peril of the United States in European commitments than that which is supplied by the present tangle of European policies. Partly as a consequence of the course of the United States Senate in delaying action on the treaty, but far more as a result of the natural developments of European policy, the alliance which defeated Germany has collapsed. If French, Italian and British statesmen continue to meet in London, it is none the less true that their decisions have no longer any real weight behind them; they are unenforceable and are not infrequently rejected by the people in whose names the statesmen assume to speak.

It is essential to understand the reason for this collapse. It is not a collapse which would have been permanently or even long avoided if the Senate had, with or without the proposed reservations, adopted the Treaty of Versailles many months ago. It is a collapse which was the inevitable consequence of the lack of policy power to enforce decisions which required police power to enforce.

CONFERENCE HAD NO POWER. It is idle to imagine that the mere ratification of the treaty would change the anarchy in international political relations, for the simple reason that the anarchy grows out of the absence of any real order. The conference at Paris steadily lost prestige and influence because it had neither the will nor the resources to enforce its decisions. It could and did resolve upon war against the Bolsheviks, but discovered that it had no armies with which to carry on the war, and therefore its efforts were restricted to vain proclamations.

Quite in the same fashion the conference issued orders to Rumania and to Poland, endeavored to enforce President Wilson's settlement of the Adriatic question upon Italy, but always there was nothing but a written order. The Russians, the Rumanians, the Poles, the Italians could defy the conference, even an adventurer like D'Annunzio, with a handful of soldiers, could challenge all the great powers of Europe with impunity because the great powers, acting together in framing doctrines and policies, had no common army with which to carry out their decisions.

Now, in Paris, there were at least three conceptions of the future—the American, that is, President Wilson's, the British and the French—while today there are in Europe as many policies as there are nations. It was the American view that the principles presented by the President were of a character to enlist the peoples of all nations and that the enlistment of the peoples would coerce the governments. Mr. Wilson imagined that if the fourteen points were made the basis of the peace terms, enfeebled and associate nations would embrace them with equal enthusiasm, peace would be self-administering.

It did not at first occur to the President that practically every people would reject the fourteen points so far as these affected their own vital national interests. But this proves the case. The British led off by refusing to submit the question of the freedom of the seas, the French followed suit by insisting that they must be guaranteed security against Germany, either by possession of the Rhine barrier or by a treaty of insurance. The Italians continued the process by demanding Fiume and the control of the Adriatic. Rumania, Poland, Czechoslovakia, Yugoslavia—in fact, all the associated and "liberated" peoples—promptly filed their exceptions to the operations of the fourteen points.

AMERICA, TOO.

Indeed, the United States itself was among the very first to indicate a complete unwillingness to yield, in matters of the Monroe Doctrine, in matters of American concern, to any international concert or any abstract principles. It is a mistake to hold Europe collectively, or the nations of Europe severally, responsible for this development, which had its American as well as its European phase. Thus Mr. Wilson's conception broke down at the outset.

And if it broke down in the case of associated nations, how much more completely did it collapse in the case of the enemy countries. The portions of the treaty most in accord with the fourteen points, those which liberate the Poles, the Czechoslovaks, the Rumanians, the Greeks, are precisely the details which by the Germans, the Hungarians and the Turks, to say nothing of the Bulgarians, are held most invidious and most intolerable. They are the terms which will require the largest exercise of force to keep vital.

The American conception of a peace of justice, universally accepted and self-administering, requiring neither armies nor economic blockades, thus expired in the early period of the peace conference, when it became clear that the essential and fundamental

assumption was incorrect and that there was no unit of justice, no common currency of international right, which all peoples would accept.

FOR A PARTNERSHIP

The British conception then began to operate. It was the view of British statesmen that the hour had come for a partnership between the Anglo-Saxon peoples not a full partnership, but a partnership in which, by reason of experience and familiarity with world affairs, Great Britain would long exercise the larger influence. Together the United States and Britain were to enforce upon the world a settlement of the war which would be eminently just. Together we were to compel the French to abandon the Rhine barrier; the Italians to give up their Adriatic aspirations, where these exceeded reason; we were to force the Poles to accept restricted boundaries; we were to compel the Rumanians and the Jugos to admit our right to interfere in their domestic affairs on behalf of minorities.

This was, in effect, imposing upon the world an Anglo-Saxon hegemony. It was to assert and maintain the right to act as the court of last resort in every case where the disputes of other countries led to world disorders. Unconsciously Mr. Wilson drifted from his original conception to this second and British conception in the course of the peace conference. Thus, again, and again we see him speaking, with the support of Britain and of the United States, and forbidding other nations to realize their aspirations. His recent Fiume utterance is only one of many such declarations.

Together the President and Lloyd George deprived Poland of her own sea gate, ordered Rumania to surrender a portion of the Banat and vetoed French demands to annex the Saar Basin.

WHY IT FAILED

But this Anglo-Saxon hegemony in its turn fell through for two reasons: first, because the United States Senate declined to ratify the treaty, which in reality put this form of world control into effect; and second, because the whole world cried out against the scheme itself. The world protest was based upon the fact that while the Anglo-Saxon partnership refused to recognize French, Italian, Polish and Rumanian aspirations it conceded British claims without debate. Wherever the fourteen points ran afoul of a British policy the fourteen points were suspended, as in the case of the freedom of the seas, of the German colonies, of the "separation allowances." But these principles, which were not used against the British, were rigidly applied to Continental questions.

Had the United States Senate accepted the Treaty of Versailles and agreed to the Anglo-Saxon domination of the world by Anglo-American partnership, the Continental unrest would have been for the time fruitless, because no Continental nation or group of nations was strong enough to hold out against Anglo-American power, power mainly economic and therefore almost exclusively in American hands, for the moment at least.

NOT WHOLLY DEAD

It is not quite true that the whole theory of the Anglo-Saxon partnership has collapsed, as has the original Wilson conception. It is still strongly held in certain quarters in Great Britain. I commend to my readers who would get a clear view of this partnership policy the new book of Lord Eustace Percy, "The Responsibilities of the League." Percy was one of the authors of the covenant, a member of the British delegation at Paris and a long-time official in the Foreign Office. At one time he was an attaché of the British Embassy in Washington. His book gives a clear exposition of the partnership which, certain Englishmen would develop between the United States and Great Britain and the extent to which this idea was actually written into the covenant of the league of nations.

On the whole, however, it has become fairly clear that the United States is unwilling to enter into any partnership with the British for the purpose of governing the world in accordance with Anglo-Saxon conceptions of justice. This would mean that in the long run the United States and Great Britain would have to maintain large armies to enforce Anglo-Saxon justice, and Percy himself points out with clarity that the greatest blunder of British policy was the immediate disbandment of the British army, which deprived Britain of real weight in the peace conference.

MEANING OF THE LEAGUE

America has grasped the idea that the league of nations, instead of meaning a free will and voluntary association of all the nations in the world to preserve peace, must mean, for many years to come, an association of powers, probably limited to the United States, Great Britain and perhaps France, to enforce Anglo-Saxon ideas of justice upon the rest of mankind; to compel the Poles to surrender their aspirations, the Italians to resign their claims, the

Rumanians to give up their age-long hopes. In a word, that it means constant regulation of the affairs between other nations, with the ever-present likelihood that we shall have to use force to compel obedience. Having grasped this idea, the American reaction has been fairly general, and it has taken the line of hostility both to the idea of international policing and to Anglo-American partnership.

I do not think anything like as clear an appreciation of the fact has yet been reached in Britain. On the contrary, my judgment is that there is a very large British group which still believes in the future development of the Anglo-American partnership, will continue to work for it and toward it and will have sufficient influence to keep the thing alive in the British Isles for long years to come. British policy, in my judgment, will continue for many years to aim at an Anglo-American partnership, which, if it arrives, will mean Anglo-Saxon domination of the world, because no real counter-poise can be found, at least until Germany is on her feet and Russia restored as a great power.

But for the present the Anglo-Saxon partnership is no longer a compelling force. The United States has indicated clearly that it will not join Britain in administering the world for the benefit of order and justice as conceived by Anglo-Saxons; that it will not interfere between other nations; that the American people are not willing to become the arbiters between Poland and the Bolsheviks, between the Jugos and the Italians, with the certainty of earning international hatreds and the possibility of becoming involved in European wars growing out of European disputes.

As a consequence the second great conception of the Paris Conference disappears. The free will association of all the nations of the world in a common friendship and intimacy to prevent war by the sacrifice of all individual aspirations out of which national conflicts arise has gone with the promulgation of the terms of peace; went when the unwillingness of the nations to sacrifice what in their eyes amounted to safety in the hope of realizing what seemed to them little more than a utopian dream was disclosed—disclosed just as clearly in the United States in the matter of the Monroe Doctrine as it Italy in the Fiume dispute.

CHAOS REMAINS

What, then, remains? Obviously, nothing but chaos, unless there shall be a return to the old system of alliances; that is, a reversion to the system of partnership based upon common interests of common dangers. And it is in this direction that European policies are now beginning to converge, although, since there has, as yet, been no crystallization, the present conditions are totally chaotic. Yet it is clear that Great Britain, France, Italy, even Germany, are now busy, under the surface, seeking to erect some kind of an association of nations which shall give solidarity to European political conditions.

British policy, as always, is at once most simple and most difficult to fathom. The British have not surrendered and will not surrender the idea of American partnership, but against the time when America will come in it is necessary to do something. What the British desire to do is obvious. They see with apprehension the development of a French system on the Continent. They watch with ill concealed resentment the growth of an association between France and Poland which must mean the very considerable restriction of German recovery. Nor are they much better pleased in perceiving that Italy is at work in the Balkans striving to create an anti-Slav coalition, which at bottom extends a hand to Germany if Germany shall come back to power.

CONFLICTING INTERESTS

The British would like to see Germany regain health, because without a strong Germany France unquestionably will exercise a very great, perhaps a predominant influence upon the Continent. But the British do not desire to see Germany become as powerful as she was before because they recognize that if Germany regains her old strength she will necessarily seek to follow her old pathways. And this would throw Britain back into a French alliance, which, after all, would re-establish French influence on the Continent and compel the British to support French policies.

Confusedly, therefore, Britain is striving to establish a system of balance on the Continent. She enlists Italian aid to overcome French opposition to the rehabilitation of Germany, but she does not consent that this rehabilitation shall pass certain limits; she reserves to herself the right to determine the extent to which Germany shall get well, but dissents from the Italian desire to make Germany powerful again at the expense of France while opposing the strengthening of Poland, which will insure to the benefit of France.

In the Adriatic Britain supports Wilson in limiting Italian

aspirations, although accepting more of Italy's claims than the President, in order to avoid actual break with Italy. As to Germany, and Russia as well, Britain frankly uses Italian aid against the French, since France is eager to assist Poland at the expense of Russia and Germany. All of this is good traditional British Continental policy, but it has sharp limitations, well perceived by all Englishmen. Unless the United States presently returns to Europe the British will have to make up their minds for France or for Germany; they cannot permanently follow a middle ground, because it has too obvious peril for themselves.

RESENTMENT AT FRANCE

And precisely because the British believe that it is the American resentment at Continental unreasonableness, imperialism, chauvinism (the terms mean nothing) which has led to American determination to stay out of Europe, British resentment at Continental nations is now acute. France in particular is held responsible for this, is held responsible for wrecking the Anglo-British partnership, by insisting upon the Rhine barrier, the Saar, the treaty of alliance. Consequently there is a real hard feeling in Britain toward France. The two nations are far apart on all European questions, and, if a break is not yet in sight, we have already come a long way from the situation of the summer of 1918.

As for the French, they feel that they have been sacrificed to Anglo-Saxon purpose to rule the world. They see their own claims for security coldly refused, despite the fact that they made the greatest contribution to the common victory and have been left with the greatest weakness as a consequence. They see America, through President Wilson, agreeing to every British demand, to the virtual annexation of the German colonies, to the surrender of the German war fleet and the allocation to Britain of the larger part of the German commercial fleet. They find President Wilson and Lloyd George squarely in their pathway. They ask the Saar Basin in return for the Lens devastation. They asked the Rhine barrier and then, having abandoned the Rhine barrier in return for a promised alliance, they discover America will not agree to the alliance and that British agreement was contingent upon American.

FRENCH WORRIES

Above all, they see the British influence now being exerted to bring about an economic revival in Germany, while French industries are still paralyzed as a result of German devastation. They see Italy frankly supporting British policy in Germany for the sole and single purpose of presently finding in Germany an ally against France in revenge for the failure of France to support Italian claims in the Adriatic, a failure due to French submission to the Anglo-Saxon policies. They find equal hostility in Rumania for exactly the same reason. As to Russia, they find that their recent allies are supporting Russia against Poland and planning a Russian revival without the least regard for the billions which Russia owes France.

Now it comes down to this. The British in America have deserted them after having taken the first steps to incorporate the Anglo-Saxon partnership. Still, the value of the association is so patent that Britain will continue to seek an ultimate arrangement. But meantime American failure has greatly embarrassed the British, who can only afford to entirely neglect the Continent if they are assured of the American partnership. As it stands, the British cannot permanently escape coming down on one side or the other of new European alliances. They may go with the Germans and the Italians or with the French and the Poles, but they cannot permanently hold their present position, which amounts to the position of an arbitrator.

WORLD MASTERS

Thus it must be quite clear what will be the effect of an American decision to return to Europe. Instantly British policy will be re-established in the shape of the Anglo-Saxon partnership. Speaking with us, not imposing on us, the British will be able to clothe their policies with authority. We and the British together will be the masters of the world, for a certain time at least.

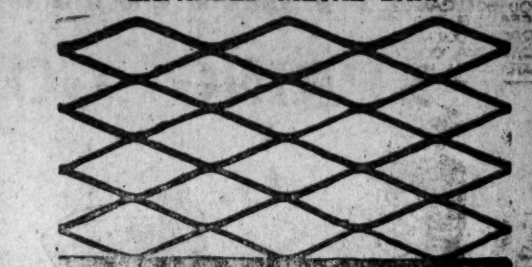
But there is an obvious danger. Sooner or later the Continent may begin to develop its own system. The French may stand long with the Anglo-Saxons, but every other nation on the Continent will unquestionably find ultimate or immediate cause for hostility. So far the Anglo-American course at Paris has earned for both nations, and for the United States particularly, the hostility of all our old enemies, who see the treaty of peace as an Anglo-Saxon document destroying the German rival, and of the Poles, the Rumanians, the Greeks, not to mention the Russians, Bolsheviks and Tzarist alike. It has profoundly wounded the French, whose necessities compel sub-

(Continued on Page 13)

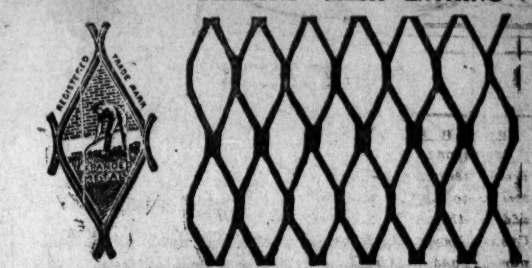
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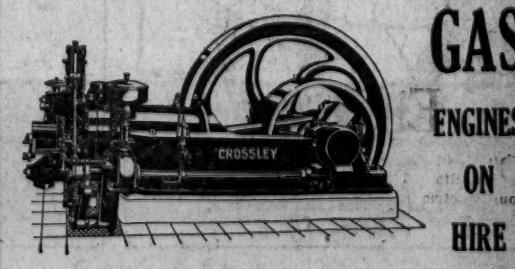
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Whole World Is Facing Shortage Of Print Paper

Letter To Dealer Here Shows Foreign Consumers Are Confronted By Unheard-Of Plight

Some insight into one of the big problems that newspapers throughout the world are now facing, with an explanation of how serious the shortage of print paper has become, is given in a letter recently received by a Shanghai dealer from the American Paper Exports Company of New York.

The letter shows that the foreign consumer is in the position of being obliged to order blindfold, and must accept terms of "price prevailing at time of shipment," an unheard of state of affairs. The letter, which is dated March 5, is as follows:

I have your favor of January 20, and note your request that I keep you informed as to the newspaper paper market.

While all the mills in this country and in Canada are running to full production, and some of the wrapping paper mills have abandoned the making of wrapping paper for the making of news, there is such a demand for the product in this country that newspapers are still paying 10 cents and 10 1/2 cents per lb. f.o.b. mill for roll newspaper, and sheet papers are almost unobtainable at any price.

Of course this makes it impossible to secure any paper for export as our full allotment from the International Paper Co., namely, 50,000 tons is all contracted for the balance of this year with customers of long time standing.

The Scandinavian situation is very much the same as the Americans are not able to quote for any deliveries prior to August, and their prices have risen by leaps and bounds until today you cannot buy any roll newspaper in Scandinavia below a price of \$35.00 per ton and sheet papers are doubtless even higher. Under these circumstances we cannot see how Swedish mills can offer to make deliveries in May except at very high prices.

As long as the present condition exists as far as standard news is concerned, you can re-

alise how impossible it is to secure anything in the way of lighter weight papers, namely—your basis of 31x43-35-3/4; it looks as if no price of any kind can develop any of this paper at the present time. The International Paper Co. is entirely out of the market, so it Kimberly Clark; so is practically any mill that used to make these papers, unless they had old-time contracts or orders that have still to be filled.

AFFECTS ALL GRADES

The same situation exists practically in all papers—Printing,

Machine Finish, Super Calendar, Coated Book, etc. and no mill is accepting any orders except on the basis of "price prevailing at the time of delivery," which is probably three or four months hence. While this is a very unsatisfactory way of dealing for export, as the customer at a great distance cannot realize the conditions as does the domestic customer, it seems to be the only way in which orders can be booked, and whoever does not want to accept such terms simply allows his competitor to take up the tonnage which might be available in three, four, five or six months, and the competitor is the one that will reap the benefit as from our viewpoint there doesn't seem to be any chance whatever of any change in the conditions unless a catastrophe in the world were to reduce the present consumption. You must remember however

that all paper making rests primarily upon the availability of sufficient raw materials—at least as far as wood base papers are concerned, our mills do not have this in sufficient quantities, and their production cannot be increased for at least a year. We went into the beginning of last year with considerable stocks of raw material on hand to such an extent that Groundwood was practically a "drug" on the market at \$27 per ton f.o.b. the producing mill, and Sulphite was hard to dispose of at more than \$65. f.o.b. the producing mill. All this started changing about August of last year, and we have gone into the new year with absolutely no stocks of raw material, with the demand so great that offers are being made for Groundwood of \$65. f.o.b. the producing mill without bringing forth any supplies. Moreover, the winter has

been so severe, there has been such an amount of ice in the streams that some of the mills grinding pulp for sale have been unable to grind anything, and a similar handicap exists with the mills that make their own pulp. The result—no stocks at all of raw material, with a similar condition existing in Scandinavia where the winter has likewise been very severe, and where the cutting of wood is very much reduced, and the supply of coal has been entirely inadequate for the needs of all manufacturing interests.

NEEDS ARE STATED

I would like to lay particular stress on the question of customers accepting the terms of "price prevailing at the time of shipment," as it looks as if this were the only way for them to secure supplies. No mill can promise

prompt deliveries. All of them have orders ahead for three and four months and some three or four months, and there is not one of them that will take any chance of a further rise in raw materials, cost of labor, cost of inland transportation, and everything of that kind that is facing us. It pressed to name a fixed price for a delivery four or five months hence they would naturally demand a very long price which might—in case of a reduction in consumption, prove to be for the customer a higher price than the price prevailing at the time of shipment. Then the customer who had entered his order at the higher price would naturally be dissatisfied with his purchase, whereas if he accepts the terms of "price prevailing at the time of shipment," he has at least placed his order, and he no worse off than his competitor who has done likewise, and at least he is assured of receiving his supplies, whereas if he allows the domestic pur-

chaser in this country and the foreign purchaser who has taken the proper view of things, to take up all the supplies for the balance of this year, he is left without anything.

Of course we understand the reluctance of the foreign customer who does not appreciate these conditions to adopt such a course. It becomes largely a question in the first place of his having confidence in us, and in the second place of his being able to pass on these terms to his clients. You can rest assured of course, and we hope that you can convince your purchasers that neither we nor the mills with whom we deal, would take advantage of their placing themselves to this extent in our hands. Our position is simply this—we know that there cannot be any recession in the costs for the whole of this year, and probably for the whole of 1921. The only recession could be in the demand, perhaps due to some catastrophe or to a general

recession in business, and if a gamble is taken by everybody no one loses as all purchases will be placed practically on the same footing, and at least the customer will know that his order is placed in rotation, and that he will in time secure supplies which otherwise he might not secure at all if the demand continues as acute as it exists today.

As to other manufacturing countries, coming in and bidding below our prices, this is not to be thought of as Scandinavia is, if anything, worse off than we are; England has to count entirely upon the importation of raw materials which it must secure either from us or from Scandinavia, and certainly Germany and Austria are not in a position to "come back" for months to come. Even then they would have to count on raw materials, which owing to the low value of their currency, would cost them an enormous amount wherever they may have to purchase them.



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Story Of War Related In Marshal Haig's Reports

Continued from Page 12

transcending experience. Its development could not be foreseen by the general staffs which were charged with conducting it. The old balance between the offensive and the defensive was destroyed. It had to travel around a circle to re-establish itself. War, by its very immensity, broke the strategists. It worked out its own strategy and its tactics.

ADDITION OFFENDED

Such a view necessarily gives a new perspective to the war. It is a tradition that strategic principles are immutable as strategic facts, and that both are an integral part of the professional soldier. A critic of this school, in The New York Sun, stated against the idea that the war had worked out its own strategy, and cited a passage from Marshal Haig's report for 1919, which the latter, like Field Marshal French, compared to a single, correlated battle.

According to this critic, "Mahan long ago said that the principles of strategy are changeless." He remarked:

Lord French saw through the strategy of the Germans, as he saw very simply in his book, a week after the British expeditionary force landed in France in 1914. We know that Marshal French had, from the beginning, the very definite plan of forcing the fighting into open warfare.

These last two statements have the relevance to the point under discussion. Viscount French may have thought early in 1914 that saw through the strategy of the Germans in the Marne campaign.

It was also one of his poignant regrets that neither he nor the other French generals had foreseen the proper counter-attack for the German attack through Belgium. That remedy was on him only after the battle of the Aisne had begun.

He says very frankly in the first part of "1914":

"No previous experience, no clue in my mind, had been able to draw me part, or from a close study of the new conditions in which war of today is waged, had me to anticipate a war of position."

Judged by the results of the war neither the French nor German generals were prepared for the complete trans-

formation of all military ideas which the development of the operations inevitably demonstrated to be imperative for waging war in present conditions.

"I feel sure in my own mind that had we realised the true effect of modern appliances of war in August, 1914, there would have been no retreat from Mons, and that if, in September, the Germans had learnt their lesson, the Allies would never have driven them back to the Aisne. It was in the fighting on that river that the eyes of all of us began to be opened."

"New characteristics of offensive and defensive war began to be appreciated; but it required the successive attempts of Manoury, de Castelnau, Foch and myself to turn the German flank in the North in the approved style and the practical failure of these attempts to bring home to our minds the true nature of war today."

THE DEADLOCK BROKEN

General Pershing may have had the very definite plan of forcing the fighting into open warfare. But before he got into the fighting open warfare had arrived, the Battle of Cambrai in November, 1917, having at last broken the deadlock of positional warfare.

It is obvious that the Entente effort on the Western front was inspired by no consistent or clear idea, such as must govern to some extent in a single battle. At the outset Joffre's Alsace-Lorraine and Ardennes offensives failed abruptly. The Germans swept into France by way of Belgium. They were halted at the Marne, but they could not be expelled. Trench lines were established from Switzerland to the North Sea.

The tedious war of fixed positions began and lasted three years.

ON THE DEFENSIVE

The mass of the Allied forces was planned down on the defensive in Northern France. The Entente attacks on the German positions in 1915, 1916 and 1917 were, in fact, only a form of the offensive-defensive. The immense development of artillery and small arms had given the defense a startling temporary superiority. This was to be overcome only by a further development of artillery power and by the introduction of new weapons of offense, like tanks. The process of readjustment was slow and uncertain.

Strategy was limited and prescribed by new and strange conditions—strange, at least, for the modern world. Its problems had to work themselves out experimentally over long periods. Con-

ditions did not yield to strategy. They dominated it.

Moreover, clarity and unity in strategy can come only if there is unified command. And up to March 26, 1918 there was no unified Allied command.

The war on the West front in 1915, 1916 and 1917 consequently degenerated into a war of attrition. Such a war is in many respects a negation of strategy. It didn't appeal to Foch—himself a deep student of strategy. In the introduction which he wrote "16 Haig's volume he deprecates attrition and describes it as an un-

pleasant expedient forced on the Allies by their incomplete preparation for war. "We were limited," he says, "to local and spasmodic engagements, and the best that could be done was to coordinate them as to space and time. That is the explanation of the poor results obtained up to the year 1917."

Fortunately, the Germans were also occupied in the East, fighting Russia and Rumania. "The resulting weakness of the two opposing lines," Foch adds, "threatened to prolong for some time to come what has been called the war of attrition—that struggle of unmarked and unsustained advantages which wears out both armies without bringing gain to either—a war without result. If a war is to end in victory it must always be given a character different from this."

NOT FOCH'S IDEA

It is no rash assumption that Foch never considered the Entente campaigns of 1915, 1916, 1917 and 1918 as one great battle, fought in accordance with a clear strategic plan. Are the principles of strategy immutable that competent soldiers can always grasp and apply them? Foch, the celebrated professor of strategy, is very reticent on this point. Shortly after the armistice he was asked how he won the war.

"The war was won by faith," he answered.

In some recent interviews with him, the substance of which has been reported by M. Andre de Maricourt, the same question recurred.

"How did I win the war? By smoking my pipe. I mean by that not getting excited, reducing everything to its simplest terms, avoiding useless emotions, reserving all my strength for my special task."

In these interviews Foch discusses the immutability of strategic principles. But he says guardedly: "War never changes in its essence; it only changes in its means." Again: "No war has changed since men have existed. But don't you realise that it really demands a great deal of art?"

What are the unchanging principles of strategy? They are few and highly generalised. General Nathan B. Forrest, a self-made soldier, summed up one when he said that the main thing was "to get there fastest with the most men." Another is that the offensive, as a rule, is more advantageous than the defensive. But the test of a great soldier is to apply the elusive principles of strategy

which have come to him instinctively or have been taught him in the schools.

Foch says again: "People have often asked me if I expected a long war. I couldn't answer them. It wasn't my affair. The future never belongs to men, and it is a loss of time, of thought and of energy to diagnose it to the detriment of the task in hand. I have always wanted to do my work in all things according to the formula, 'Sufficient unto the day is the evil thereof.' The evil of each day is sufficient. And I have always sought to handle the big things with all the conscientiousness which one brings to little things."

Foch did his work conscientiously, even when he was tied down in 1915 and 1916 to that war of attrition which was so uncongenial to him and in which his star sank almost to eclipse. But his attitude of mind indicates that he would have been about the last person in the world to attribute to the Entente campaigns on the West front a closely co-ordinated purpose or to view them as a single great battle, proceeding according to a fixed and smoothly running plan.

ATTRITION WARFARE

Yet Field Marshal Haig strongly emphasises the attrition warfare of 1915 and 1917 as an end in itself and as a necessary preliminary to victory. The title affixed to the report of the Somme operations is "The Opening of the War on the Western Front." Was the Somme intended to be primarily an ordeal in attrition? Or was it primarily an attempt to break through the German front and force a German withdrawal from the Noyon salient? After the battle was over—on December 23, 1916—the Field Marshal stated that the joint British and French offensive had this threefold object:

"1. To relieve the pressure on Verdun.

"2. To assist our allies in the other theaters of war by stopping any further transfer of German troops from the Western front.

"3. To wear down the strength of the forces opposed to us."

The immediate strategical objective was ignored, although by December 23, 1916, that objective had been practically attained.

The Allied offensive in the Somme aimed to drive a wedge into the western face of the Noyon salient, between Bapaume and Peronne, so as to break the part of the salient extending north-northwest from Roye to Arras into two smaller salients, and to make it impossible for the Germans to hold on in those two smaller salients.

THE FRENCH ACTIVITIES

The French, working east on the south side of the Somme, nearly reached Peronne and almost enveloped Chaumes. Joining the British north of the Somme, they next helped to penetrate the German line almost to Bapaume. Bad weather and exhaustion stopped the offensive in November. But

its strategical purpose was accomplished. For Ludendorff had realised that he could no longer afford to stay on in the shattered Noyon salient, and during the winter months he prepared to evacuate it and retire to the newly constructed Hindenburg line.

The Somme was a substantial Allied victory, although its results didn't become apparent until the spring of 1917. Yet Haig's report ignored this direct strategical effect of the operation and only claimed the achievement of objectives of a general character.

The Somme, of course, did relieve German pressure on Verdun. But Falkenhayn had lost the Battle of Verdun before the Battle of the Somme began. The Allied Western offensive of 1916 didn't prevent Germany from re-establishing the Austro-Hungarian front, broken by Brusiloff's attack. Nor did it hinder the Germans from crushing Rumania and entering Bucharest. It did wear down the German Western armies. But the British and French losses probably exceeded the German losses.

As an experiment in attrition its value was doubtful. It is counted as a successful Allied operation solely because it produced an effect—or after effect—of genuine strategical consequence: the German retreat to the Hindenburg line.

The policy of "wearing out" on the West front recommended itself to the Allies in 1915 and 1916 because they had then a great preponderance in crude man power. But in 1917, when it was manifest that the revolution was going to liquidate Russia's partnership in the Entente, the Allied preponderance quickly vanished. But for Germany's folly in goading the United States into taking up arms, the European struggle would have been practically equalised in the fall of 1917 and military probabilities would have pointed to a draw—practically a victory for Germany, because she had so big a margin of territorial gains to bargain with.

AMERICAN AID

America's aid could arrive only very slowly; and in the interval the Western Allies would be at a disadvantage. A policy of continued activity in 1917, therefore, involved the risk of overstraining British and French resources before the American reinforcement became available. The British and French commands were greatly heartened, however, by the Hindenburg retreat. They dreamed of another breaking-through operation on a great scale. Nivelle, who had succeeded Joffre at the head of the French armies, had an extraordinarily sanguine temperament. He had misinterpreted Ludendorff's very sensible retirement. He had also overestimated the progress made towards a return of the war of movement. He persuaded the French and the British governments that the time was ripe to break the German lines and to drive the enemy out of France and Belgium.

He started out in the spring of 1917 from the Aisne Valley, ex-

(Continued On Page 16)

That Awful Backache Banished as if by Magic

At last a remedy has been discovered for the hours of taking De Witt's Kidney and Bladder Pills, and a blue tinge in the good cure of my case, seeing that I was getting so much relief, and I am pleased to say that I have done so, practically all cases of rheumatism, own satisfaction, that the healing gout, sciatica, lumbago, stone, gravel, properties have actually passed right through the kidneys and bladder.

This remedy—De Witt's Kidney and Bladder Pills—dissolving in the stomach forms an antiseptic solution which washes out the kidneys and restores them to their healthy normal activity in passing the impurities from the blood out of the body. These impurities, in the form of uric acid, if allowed to accumulate in the blood, cause rheumatic and dropsical pains, backache, constipation, weakness, and depression—all of which symptoms lead on in time to the more severe and deadly forms of kidney disease.

HERE ARE SOME WARNINGS YOU SHOULD NEVER NEGLECT— Headaches, bad breath, and nasty taste in the mouth first thing in the morning—tired, nervous weakness and irritability, swollen feet and limbs—rheumatic pains and stiffness of joints—backache, irregular action of bowels or bladder—urinary weakness, irritation or scalding, burning discomfort. Any of these symptoms mean kidney and bladder trouble.

DO YOU REALISE YOUR DANGER?

These symptoms may mean incessant tortures of rheumatism—wearing out, stabbing backache (lumbago). Gout that cripples and deforms. Bladder inflammation or gravel that cause such excruciating pain, or the deadly Bright's Disease.

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There is one remedy whose honest merit the experience of thousands of kidney sufferers has proved—a remedy that is harmless and safe for old and young alike—that hardly ever fails to cure completely and to cure permanently—

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Those dark circles under the eyes, bad breath and nasty taste in the mouth, weary, stabbing, dragging-down backache pains, headaches, swollen and rheumatic limbs are the warnings of deadly kidney complaints. Do you know that Bright's Disease causes thousands of deaths every year?

Delays are dangerous. As soon as the first symptoms begin, to show themselves you should treat them, with a remedy that has cured thousands of chronic cases, the remedy that thou but nothing seemed to touch my case.

During the early part of 1913 I heard only of De Witt's Kidney and Bladder Pills, and determined to give them a trial. I am thankful I did, because I am now a cured case. These are the words of Mrs. Briggs, who has cured thousands of people are taking today. De Witt's Kidney and Bladder Pills merely seemed to gain relief after the very first dose. I got another 24. 9d. box of De Witt's Kidney and Bladder Pills; they made straight to the root of the trouble—from Mr. Baker's shop in Abbey-street, as a new woman. I owe my life to De Witt's Kidney and Bladder Pills; they made straight to the root of the trouble. Relief from and felt much better. I got brighter after a severe chill her kidneys pain is positively guaranteed within 24 hours and more active, and in fact felt as became inflamed.

When you buy the pills, be sure they are De Witt's in the red, boxes printed in red and gold, with the red wax seal on the bottle. Give them a fair trial, and prove for yourself what relief they bring. If you would like any further information on this case send a post-card to the makers:—E. C. De Witt and Co. Ltd., 44-45, Rathbone-place, London, W.1, England, mentioning this paper. De Witt's Kidney and Bladder Pills are sold by Chemists and Storekeepers everywhere in every part of the civilised world. If you have any difficulty in obtaining genuine De Witt's Kidney and Bladder Pills with the red seal on the cork, write to The Shanghai Dispensary, Foochow Road, Shanghai.

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Story Of War Related In Marshal Haig's Reports

(Continued from Page 15)

getting to reach Laon in two or three days. His plans went amiss, and though he made some local gains their cost was exorbitant. His whole conception was unsound and the French government soon displaced him in favor of Pétain. During the rest of 1917 the French fought warily and sparingly, as the strategic situation and their own internal difficulties required them to do. But the British continued to pound away at the Germans from April until December.

Field Marshal Haig doesn't describe his 1917 campaign as a second phase of the "wearing out battle." The first part of it, the Battle of Arras, was intended to dovetail into Nivelle's breakthrough toward Laon. Nivelle having failed completely, the British attack continued into June as a local operation, mainly because the Germans counter-attacked and recovered much of the ground which they had lost at the beginning. The Battle of Arras died down only when Ludendorff was ready to let it die down.

The great Flanders battle, which began on June 7 and ended on November 6, apparently had for its objective the clearing of the Belgian coast region, which could be accomplished by driving forward to Bruges and enveloping the German sea bases at Ostend and Zeebrugge. But the British never got across the ridge east and northeast of Ypres. In these five months of bloody fighting each side wore the other down savagely by continuous contact in a restricted territory.

FOUNDING THE GERMAN

The British armies, aided by some French divisions, delivered a long series of locally successful attacks. The German defenses had to endure a pounding whose severity and demoralizing character Ludendorff frankly admits in his memoirs. But the German line held, and within six months the Germans were back again in the Lys Valley and in the outskirts of Ypres.

Haig's losses in Flanders and the necessity of sending divisions to the Russian Front in November, 1917, had the unfortunate effect of preventing a proper exploitation of the striking British success in Cambrai. There Sir Julian Byng's 5th Army broke clear through the German line, but for lack of reserves it couldn't follow up its advantage. If it had done so, "What would have been the judgment on the Italian campaign?" asks Ludendorff. Cambrai was the great Allied opportunity on the West Front in 1917. But it came after the attrition of Arras and Flanders had sapped British fighting strength. And the losses of 1917, not made good by the home government's lack of reinforcements later, led to the great disaster which overtook the 5th British Army west of St. Quentin.

Admission was made in Parliament by a spokesman for the government that Haig's report on the German offensive of 1918 was not printed in its original form. But what was printed makes it clear enough that the British armies in France had dangerously extended their lines to the south, in accordance with an agreement with the French government, and that for lack of reinforcements the divisions had to be reduced from thirteen battalions to ten battalions. One of the inevitable consequences of the attrition policy of 1917 was thus dodged by the British War Office and the way was opened for the destruction of the weak 5th Army.

THE AMERICANS ARRIVE
The United States began to push troops to Europe only after

this blow had fallen. They arrived in sufficient masses to constitute the strategic reserve, without whose presence Foch could hardly have stopped Ludendorff's mass drives of 1918 and undertaken his victorious counter-offensive. The American armies saved the day on the Western Front. This timely reinforcement was the decisive factor in Allied success—not the Allied attrition policy of 1916 and 1917, for the attrition policy would have failed absolutely to guarantee victory if France and Great Britain had been left to fight the war to a finish undisturbed.

The war on the Entente side, in fact, took on the character of "one great battle" only after Allied unity of command was achieved by the appointment of Pétain as generalissimo. From that day on—March 26, 1918—Allied strategy became co-ordinated and effective. One mind and one authority could do what scattered commands had never been equal to doing. It is to Haig's great credit as a soldier that in the March crisis he advised a unification at which British opinion had long balked. In his introduction, Marshal Pétain says of this generous act of self-effacement:

FOUCH'S TRIBUTE

"Was it not the insight of an experienced and enlightened commander which led him [Haig] to intervene, as he did, with his own government on March 24, 1918, and with the Allied governments assembled at Doullens on March 26, to the end that the French and the British armies might at once be placed under a single command, even though his personal position should thereby suffer? In the events which followed did he not prove that he was above all anxious to anticipate and move in perfect harmony with the general Allied plan, framed by the new Supreme Command? On this point the despatches contain gaps which prevent the reader from grasping all the reasons for our victory; truth compelled me to complete the account."

In the final campaign the British army on the Western Front shed their climatic. Haig's leadership was superb. "The army had been hardened into a team of victory. But the new spirit of unity and co-operation and the fresh American reinforcements were far more responsible for our success than were the cumulative effects of the attrition war of 1916, 1917 and 1918."

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EXPERIMENTS IN BELGIUM

American Attache Asks To Be
Present At Tests Of Another Monster

BY EDWIN L. JAMES

Paris, March 28.—If during the war the Germans had the type of gun which is now being experimented with by France and England they could have bombarded London from the Belgian coast as easily as they bombarded villages along the front line. The experiments and their results are for the present kept secret, but following an inquiry in the British Parliament certain details as to the construction of the gun have been allowed to leak out.

Ten models have in all been constructed under the supervision of the inventor, Captain De la Mare Maze, and tests are being made with them outside Paris.

No new explosive or type of shell is used, but propulsion of an entirely new principle is introduced. Instead of being forced out by the pressure of gas caused by the combustion of a high explosive propellant, the shell is in some fashion wafted away on a gale of wind set up by the explosion.

The result is obtained in this way: The propellant is contained in a special chamber constructed to resist high pressure. Instead of coming directly to bear on the shell, the gas from the explosion is carried along a tube in which the pressure diminishes but the speed increases. At the moment when velocity is greatest, the gas impinges on the shell and literally blows it out of the gun. A pea is blown from a pea-shooter. Two vents in the side of the gun are used to carry surplus gas near the explosion chamber, and this by giving a forward motion suppresses the recoil of the gun. All the force of the explosion in this way reaches the shell.

The first experiments gave an initial velocity to the shell of 2,200 feet per second, but it is understood that this has been

greatly increased and that a velocity of 3,500 feet per second can be reached.

With that speed it is only a matter of elevation of the gun to carry a distance of 120 to 150 miles.

From the inventor the French military authorities have taken over all rights of construction in this country.

In Belgium an experimental gun is being made at Liege and it is stated that the American military attache has asked to be present when official tests are made within the next few weeks. The most important fact about the new invention is that it can be adapted to existing artillery.

New York, March 29.—In connection with the development of the new French piece of ordnance, which is called the "Turbon cannon," it may be recalled that two years ago last Tuesday the Germans began to bombard Paris with long-range "Bertha" shells falling on the city as if from another planet. This bombardment was one of the sensational developments of the great March drive of the German hosts against the British and French on the Picardy front.

FULL-BLOODED PEOPLE.

Why Other People Like Them

"We can all call to mind men and women who give such a sense of vitality and strength that they are bound to get on. A woman of this type—full-blooded, plump and bright-eyed—always has a group of admirers round her. A man of the same kind always gets his own way. The reason is that there is a natural and wholesome tendency in all of us to appreciate health and healthy people—those with vigorous red blood in their veins, instead of this watery bloodlessness. Often we remark that we envy them their vitality and keen interest in the affairs of life."

There is no need for envy if the bloodless delicate ones will pay attention to health and make good their deficiency of blood. There is sound advice in the suggestion that all such ailing men and women should begin without delay a course of Dr. Williams' pink pills for pale people, for the reason that these pills make the good red blood of health and give the high spirits, energy and attraction that go with it. If you are pale, anemic and nervous now, these pills will pull you up. The first promising sign will be a natural healthy appetite, then the headaches, feeling of weariness and aching in the limbs will disappear and your nerves will become steady.

Now is the time to begin Dr. Williams' pink pills. Get a supply from any dealer, or direct and post free one bottle for \$1.50, six for \$8.00, from Dr. Williams' Medicine Co., 97 Szechuen Road, Shanghai.

£55,000 Lost By Delayed Cable

London, March 13.—How delay in the transmission of telegrams to India is causing loss to British firms is related by the secretary of the Northamptonshire Chamber of Commerce, telegraphs the Daily Chronicle Northampton correspondent.

An order was cabled on January 21 to a firm in Bombay for 540,000 goatskins, for the account of the British Glazed Kid Tanners' Association.

So great was the cable delay that the exchange had advanced 17 percent in the interval, and in

consequence the loss sustained was £55,000.

It is pointed out that the present service is taking from seven to eight days, so that by the firms receive quotations and are able to reply the whole business is out of date. The service is thus rendered worse than useless.

WOULD BAR SILK STOCKINGS

French Deputies Discuss Placing
Embargo On Foreign Finery

Paris, March 20.—The important matter of silk stockings is occupying considerable time of the Financial Commission of the Chamber of Deputies.

There are two points at issue.

If the importation of silk stockings is prohibited, the Deputies argue, it will benefit the exchange rate abroad. Incidentally it will also benefit the French silk industry by preventing importation of stockings made of vegetable silk, which are, of course, cheaper than the real article and in consequence somewhat eagerly sought after.

The Deputies, judging by the discussion, seem to have devoted considerable time and thought to the question. One states that in a co-operative store which he had opened more money was being spent by girls on silk stockings

than on food. Another advocated the importation of seamless vegetable silk stockings, as he thought it must be admitted that women could not do without silk and these were the cheapest kind.

There is evidence, however, to contradict this suggestion. For seamless stockings are so unpopular that French girls who buy them take pains to improve their appearance and camouflage their price by sewing a seam up the back.

After a long discussion today the Deputies decided to adjourn the debate and seek further data on which to frame their decision.

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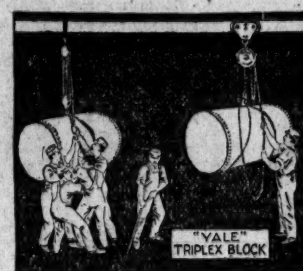
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GERMAN RADICALS AWAIT CHANCE

Independent Socialists Expect To Win A Victory In General Election

PROGRAM NEAR SOVIETISM

Their Position Greatly Strengthened By Failure Of The Other Parties

BY GEORGE RENWICK

Berlin, March 27.—Trebitsch, a bolder man than the general Ludendorff. While, as I have already reported, Ludendorff moved in such a hurry he left his servant to suppose he had merely gone for his morning walk. Linde remained in Berlin. He is still here, making no particular efforts to hide himself. He proposes to leave the capital on Monday evening. He goes about the streets and even strolled down Wilhelmstrasse a few times looking most likely, amusedly at the end of the Foreign Office, where, as he must know, an incident has been drawn up against him. But he laughs at the authorities, evidently ignorant of the cancelling of his British citizenship prior to his expulsion from England, hesitated to take action against him because he was a Jewish subject.

He openly admitted to me the day before his disappearance from the Foreign Office that he had been helping for six months to the about the Kapp coup. Now he boasts that he has remained in Berlin to wind up the business of the plotters and insure their escape. The arrangements by which Ludendorff, Kapp and Colonel Strömer escaped were of his making. He conducted certainly a most effective rear-guard action. He boasts that the failure of the coup is not so complete as most people think and that good seed has been sown. "We shall come again," he boasts, and he takes the day in the way in which the extreme Left Independent Socialists have been roused against the other parties. He still places faith in the union of Conservatives and Communists, of reactionaries and Reds. He declares Ludendorff is not in Germany, which may be taken as official information.

All the implicated ones are sitting their apologies in the Conservative press. Von Jagow, for ten days Home Secretary of Russia and once the Police President of Berlin, has confessed his role was. Von Jagow maintains he acted patriotically and defies anybody to take action against him. Gen. von Eberow-Vorbeck states that Kapp's communications misled him. He in Vorwärts objects to the exaggerated accusations brought against him of having yielded too much to the militarist influence and tries to justify himself by pointing to the fact that the troops in many parts of the country remained faithful to the Bauer government.

General von Seeckt, commander in Berlin, has, as a result of attacks made on him, rushed into print to declare he constantly warned the Government of what was coming. He says there is no really well organized Communist organization in the country, that the Bolshevik danger is overrated, that the mercenary army as opposed to Germany by the Peace Treaty is in great danger, that the officers' corps must be reformed and the militarist spirit rooted. At Döberitz and other places hostages are still being brutally mistreated.

After ten days not a single officer has been arrested. As for the political situation, still remains in a state of flux. I send this message the only thing is that Hermann Müller will be Prime Minister. The trade unions have scored heavily in the way in which they secured the prompt dismissal of the reconstructed Bauer Ministry. It has been seen how that government was formed without regard for working class opinion. It is most likely that the coalition will hang together and provide a Cabinet. Most people are now minded to recognize the new Government will be a temporary affair, bound down to resign on the result of the general election being known.

Meanwhile, all the proceedings are only strengthening the position of the Independent Socialists, who steadfastly refuse to have anything to do with Cabinet positions and are content to bide their time in the sure and certain hope that the election will give them strong, if not a dominating position. The weak way in which the authorities have dealt with the plotters and with the situation generally has been a very effective agency for recruiting for the Independent Socialists.

Daumig, leader of the Left Wing Independent Socialists, on

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Hinde Edwin G.
Hunter Thos H.

John Norman
Jarris Sons & Co.
Jergat H. G.
Jassler Jack.
Junt Frazier.

Jenock H. T.
Jordansky Mikael
International Trading Co. (6)
Jochsen Charles.
Jostrombaki (2)

Jochsen, Mrs. Edith Soltz (2)
Jackson, J. E.
Jackson, Estate of
Jout, Miss Grace
Kingman, Miss Lucia (2)

Koellig, William P.
Kollege, A. G.
Kang, Kuo T.
Kaye, Jervis and Co.
Key, Yuling K.

behalf of his faction, has formulated a list of demands which go a long way toward a Soviet Government. There must be an armed workers' force under the direction of the Workers' Councils. These councils must be revolutionary Soviets, etc. It is doubtful to my mind if the bulk even of the Independent Socialists go the full length of sovietism, but still there is a great measure of discontent with present conditions. Daumig says that if the above demands are not agreed to a general strike will be again proclaimed, but it is doubtful if the Independents alone can bring about a strike extensive enough to be politically effective throughout the country.

Order appears to be resuming its sway, though as far as the military is concerned it is the case in many parts of "To your tents, O Israel! And every man did that which was right in his own eyes." Reports late tonight tell of much military high-handedness. The police are arresting people without warrants even in the center of Berlin. Only in one case has vengeance fallen. Captain von Pfäuck-Hartung, whose outrageous acts have been referred to, has fallen victim of a bomb or hand grenade explosion at Friedrichshafen, east of Berlin. He had been threatened and told he would not leave the place alive. When he was sitting in his motor car about to leave for Berlin, an explosion occurred which killed him. It is not known whether it was the result of a bomb or hand grenade intentionally thrown or whether such a missile carried by a soldier standing near went off unexpectedly.

As I finish this message I learn on good authority that General von Lutwitz, who gave his word of honor not to leave his suburban residence, has fled.

Kreusen, Lieut. F. J. (5)
Levey, Mrs. M. E.
Lockhead, Lewis R.
Lamb, Miss Mabel.
Lammers, Geo. E. (2)

Matsner, William
Michuhin, Paulina
Mickio, Gordon (2)
McKay Hais or Walter (6)
McGuire, Mrs. Donis

McMullen, Thomas.
Marshall, A. G.
Matsner, Wm. N.
Milez, Miss Helena
Macbeth, James

Nonteagle, R. C.
Nunre, Mrs. Virginia
Norton, W.
Norton, Kit.
New Trading Co.

Nahmacher, Carl.
Oleary, J. L. W.
Oriental Commercial Co. (3)
American Oriental Com. Co.
Podzickoff, v. (2)

Pedigo, Joe.
Pajma, Rufus
Pawley, William J.
Pesch, H. M.
Parton, Mrs. Hugu.

Prentice, John
Pitta, Miss Alma
Poeler, Mrs. C. G.
Richardson, Arthur B.
Ritter, Albert

Ross, Harry.
Rankin, Charles A. K.
Royce, William F.
Rothrock, A.
Richmond, Miss Annotte

Radford, William A.
Roberts, Arthur.
Reiner, C. F.
Shon, L. C.
Smith, Henry B.

Stone, Mrs. Clara
Shirley, Marvin L. (2)
Smith, Cent. W. E. G.
Stemon, Victor N.
Starkless Aerated Water Co.

Stones, Will
Southwell, W. D.

Corns, Calluses Ended Quickly!

Two Drops of "Get-It" Will Do It.

Ever carve your toe with a knife trying to get rid of a corn? Ever use scissors and nip off part of the corn too close to the "quick"? Ever

"Get-It" Puts Your Feet in Clover—It Ends Corns Quickly.

pack your toe with "contraptions" and plaster as though you were packing a glass vase for parcel post? Ever use greasy ointments that rub off on your stockings? Ever use sticky-tape that is jerked off when you pull your stockings off? Rather foolish, when 2 or 3 drops of "Get-It" on any corn or callus gives it a quick, painless, peaceful, certain removal! Why suffer? "Get-It" stops corn pains, it lets you work, smile and dance, even with corns. It is the common-sense way, the only simple, easy way—peels corns off like a banana skin. Used by millions. It never fails.

"Get-It" the guaranteed, money-back corn-remover, the only sure way, costs but a trifle at all chemists and stores. Mfd by E. Lawrence & Co., Chicago, U. S. A.

Of all leading Chemists & Stores

SOLE MANUFACTURERS: ARDATH TOBACCO Co. Ltd., London, England

BEWARE OF IMITATIONS.

BEWARE OF IMITATIONS.

BEWARE OF IMITATIONS.

Spangler, Capt. Geo. E.
Strong, Walter W.
Thompson, Kverard (4)
Kuangtao, Tautan Loo
Tsai, N. (2)

Tarr, Kwei
Taylor, Walter R.
Thorburn, Miss M.
Tok Chen Yeh.
Threestone, R. C. Ballard (2)

Troy, A. L.
Tsu Ignatius (2)
Wang Kung Kuan
Williams, E. T.
Waters, Geo. H.

Wood, A. E.
Wilson, G. W.
Waddelove, W. T.
Woo Chien Son.
Wood, Miss

Wilson, Miss Isabel.
Wall, Freda G.
Walter, G. H.
Williams, Jack.
White, Col. John Baker

Walden, R. C.
Wick, Clarence
White, Mrs. Isam.
Ware, J. H. Jr. (4)
York, Charles.

Young, Miss L. (2)
Yew Tsoo Chong.
PARCELS UNCLAIMED
British American Machinery Co.
China Commercial Co. (11)

Farrell, Mrs. Andrew
Fraser and Chalmers.
Hurwitz, N. A. (4)
Jacob, Marlin P.
Kodak Shop.

Lechmanovich Solomon.
Ritche, E. O.
Sui Min Cigarette Co.
Yoo Zung Shun Co.
Yamamoto Photo Studio.

Zimmer Jay.
When inquiring for letters on "his list please state 'Advertised.' Section 639, Postal Laws and Regulations provides that all letters published as non-delivered shall be charged with one cent in addition to the regular postage.

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The same charge as on letters shall be made on all other advertised matter.

Ed. H. Everett,
Postal Agent.

GOLD 'CORPSE'

Berlin, March 13.—Dressed in deep mourning, a man at Hamburg applied for permission to embark a coffin for Norway. He filled in the necessary forms with the name, place of death, and destination for burial of the supposed deceased, whose remains he was conveying, he explained, to be interred in his native land.

The great weight of the coffin aroused the attention of the port authorities, and they demanded that it should be opened. The horrified mourner protested against this disrespect for the dead, but without avail, and the coffin was found to be full of gold and silver ornaments which, contrary to German law, were being exported out of the country.

To whom it may concern

This Lamp comes to you with a Strong Recommendation

Name G-E Edison.
Birthplace U. S. A.
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Experience Has worked and succeeded in every field—in homes, offices, factories, streets, public buildings, on train, steamer, everywhere.

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Remarks Services available at any moment—telephone or call on any electrical dealer.

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INVALUABLE FOR TOILET AND DOMESTIC PURPOSES.
Of all Grocers, Chemists, etc.
The public are cautioned against the many injurious imitations of "scrub's ammonia" that are being offered, and attention is drawn to the signature of Scrub & Co. on each bottle, without which none is genuine.
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KAIPING Coke Coal

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Here are the names of the makers—Artists every one!

COTY, PIVER, RIGAUD, HOUBIGANT, GUERLAIN, ROGER, GALLET AND CO., GRENOVILLE & OTHERS.

And here are the exquisite odors from which you may make your choice. Some suggest a rose garden in June; others a bed of Violets by the light of the moon. Some bring to mind the subtle spiced breezes of the Far East; others languor and luxury of a marbled harem. In bottles of marvelous design, lying on satin beds, these perfumes will make the ideal gift for sweetheart, wife, mother or sister.

LA FOSE FRANCE
QUELQUES-VIOLETTES
L'ORIGAN
DOLCE MIA IDEAL
FLIRT L'OR
AMBRE ANTIQUE
QUELQUE FLEURS
LILAS BLANE
COEUR DE JEANNETTE
CHYPRE

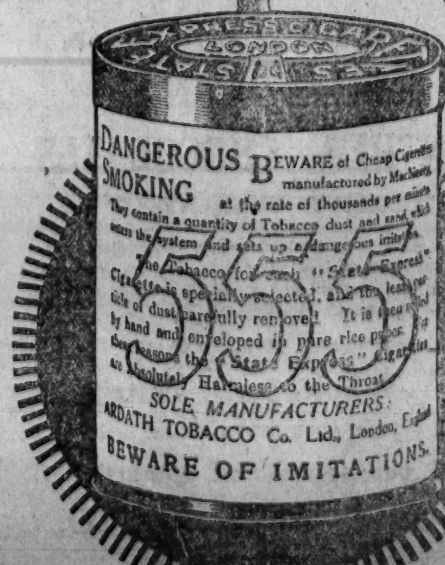
At attractive prices.

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The particular man demands a particular cigarette. State Express Cigarettes are made for just such men—men of discrimination who require the best.



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Sole Manufacturers: ARDATH TOBACCO CO., LTD. LONDON

Financial And Commercial News

BENJAMIN AND POTTS
SHARE LIST
Yesterday's Prices

Stock	Closing Quotations
Banks	
H. K. and S. B.	\$540 B.
Chartered	280
Russo-Asiatic	Rs. 250
Marine Insurance	
Canton	Tls. 445
North China	Tls. 160
Union of Canton	Hk. 180
Yangtze	\$205 B.
Far Eastern Ins. Co., Ltd.	Tls. 20
Fire Insurance	
China Fire	\$188
Hongkong Fire	\$800 B.
Shipping	
Indo-China Def.	\$210 B.
Indo-China Pref.	\$280/- B.
Shanghai Tug ord.	Tls. 50 1/2
Shanghai Tug pref	Tls. 34 1/2 B.
Mining	
Keping	Tls. 18 B.
Oriental Cons.	17/-
Raub	\$1
Docks	
Hongkong Dock	Tls. 154 B.
Shanghai Dock	Tls. 138 1/2
New Eng. Works	Tls. 27 B.
Wharves	
Shanghai Wharf	Tls. 142 1/2 B.
Hongkong Wharf	Tls. 84 B.
Lands and Hotels	
Anglo-French Land	Tls. 68 1/2 B.
China Land	Tls. 60
Shanghai Land	Tls. 61 B.
Wohaiwei Land	Tls. 5
Shai Hotels Ltd.	Tls. 30 B.
China Realty (ord.)	Tls. 68
China Realty (pref.)	Tls. 58
Cotton Mills	
E-wo (ord.)	Tls. 700
E-wo Pref.	Tls. 82
Loou-kung-mow	Tls. 400
Oriental	Tls. 305
Shanghai Cotton	Tls. 400
Kungyik	Tls. 70
Yangtzepoo	Tls. 45 1/2
Yangtzepoo Pref.	Tls. 80
Industrials	
Butler Tiles	Tls. 25
China Sugar	Tls. 218 B.
Green Island	Tls. 670 B.
Langkats	Tls. 18 B.
Major Bros.	Tls. 5
Shai Sumatra	Tls. 75 B.
Stores	
Hall & Holts	Tls. 10 B.
McWellyn	Tls. 89
Jane, Crawford	Tls. 87 1/2 B.
Moutrie	Tls. 6.10
Watson	Tls. 11
Weeks	
Habbers (Local)	
Alma	Tls. 5 1/2 B.
Amherst	Tls. 0.50
Anglo-Java	Tls. 8 1/2 B.
Anglo-Dutch	Tls. 3 1/2 B.
Ayer Tawah	Tls. 21 B.
Batu Anam 1918	Tls. 0.60 B.
Bukit Toh Alang	Tls. 1.70 B.
Bute	Tls. 0.50 B.
Chamoor United	Tls. 0.80 B.
Chempedak	Tls. 5
Cheng	Tls. 1 1/2 B.
Consolidated	Tls. 2 1/2 B.
Dominion	Tls. 6
Jala Kalumpung	Tls. 5 B.
Java Consolidated	Tls. 1 1/2 B.
Kamunting	Tls. 8 1/2 B.
Kapala	Tls. 0.60
Kapayang	Tls. 10
Karan	Tls. 8.10
Kota Bahros	Tls. 8 1/2 B.
Kroowok Java	Tls. 1 1/2 B.
Radang	Tls. 3 B.
Pengkalan Durian	Tls. 4.30 B.
Pernata	Tls. 0.50 B.
Ropah	Tls. 0.50 B.
Ramagaga	Tls. 0.60 B.
Sekkee	Tls. 1 B.
Semambu	Tls. 0.60 B.
Semawang	Tls. 4 1/2 B.
Shanghai Kiohang	Tls. 0.55 B.
Shanghai Malay	Tls. 6
Shai Malay pref.	Tls. 10
Shanghai Pahang	Tls. 0.80 B.
Sungala	Tls. 0.50
Sungei Duri	Tls. 0.55 B.
Sua-Manggis	Tls. 8 B.
Thal Kalantax	Tls. 0.50
Thal Seremban	Tls. 0.60
Talping	Tls. 0.80 B.
Tanah Merah	Tls. 0.60 B.
Tebong	Tls. 14 B.
Telohri	Tls. 2 1/2
Tianhe	Tls. 5 B.
Miscellaneous	
C. I. & E. Lumber	Tls. 250
Catty Dairy	Tls. 18
Shanghai Trams	Tls. 68 1/2 B.
Shanghai Gas	Tls. 14 B.
Horse Bazaar	Tls. 84
Shanghai Mercury	Tls. 25
Shai Telephones	Tls. 75 B.
Shai Waterworks	Tls. 100 B.
S. Sellers. Sa. Sales. B. Buyers.	

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Telephone No. Central 598TAXI, PHONE 189
FORD HIRE SERVICE
\$2 per hr. \$1.00 per 20 mts.
77 ROUTE VALLON

Exchange and Bullion

Shanghai, May 1, 1920.
Money and Bullion
Sovereigns: buying rate, @ 67 1/2 = Tls. 3.20
@ exch. 74.2 = Mex. \$4.31
Gold Dollars: Bank buying rate, @ 120 1/2 = Tls. 0.83
@ 74.2 = Mex. \$1.12
Mex. Dollars: Market Rate 73.975
Shanghai Gold Bars: 978 touch Tls. 197
Bar Silver 998 touch Tls. 112
Copper Cash per tael 186.000
Native Interest Tls. 10

Latest London Quotations
Bar Silver 64 1/2 d.
Bank Rate of Discount 7 1/2 %
Ex. Paris on London T.T. Fr. —
Ex. New York on London T.T. G. \$2.84

Exchange Opening Quotations
London T.T. 6/3
London Demand 6/3 1/2
India T.T. 27 3/4
Paris T.T. 2030
New York T.T. 120
New York Demand 130 1/2
Hongkong T.T. 73
Japan T.T. 41 1/4
Batavia T.T. 318 1/2
All Nominal

Bank's Buying Rates
London 4 m/s. Ctds. 6/7 1/2
London 6 m/s. Ctds. 6/8 1/2
London 4 m/s. Docy. 6/8 1/2
Paris 4 m/s. Docy. 6/9
New York 4 m/s. Docy. 130 1/2

Tourists' Exchange
Bank's Closing Demand Buying Rates
£10 @ exch. 6/5 1/2 =
Sh. Tls. 30.97
G. \$50 @ exch. 124 =
Sh. Tls. 40.32
Fr. 250 @ exch. 2130 =
Sh. Tls. 11.74

1 Shanghai Tael = Mex. \$1.35 at Bank's selling rate for Mexican Dollars.

BANKS SELLING RATE FOR MARKS

Marks 5,400 = Tls. 100
100 = Mex. \$3.51

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TIENTSIN

Cable Address

ASTOR

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THE MANAGEMENT.

WHEN WE ARE MARRIED



WE'RE GOING TO SHANGHAI

FOR WEDDING CAKES
97 SZECHUEN ROAD
SHANGHAI

ROUBLES EXCHANGE

Today's Bank Buying Rate

For Roubles

Roubles 14,500 = Tls. 100

100 = Mex. \$0.93

Exchange Shop Rates

Buying: 100 Old Roubles \$1.55

100 New " \$1.65

Selling: 100 Old " \$1.65

100 New " \$1.10

CUSTOMS HOUSE EXCHANGE

RATES FOR APRIL

Hk. Tls. 2.44 @ 7/4 1/2 = £1

" 1 @ 2183 Fr. 24.10

" 0.64 @ 141 1/4 Gold \$1

" 1 @ 32 1/2 Yen. 3.43

" 1 @ 314 1/2 Rs. 3.50

" 1 @ 1.50 Mex. \$1.50

" 1 @ — Roubles —

Stock Exchange

Transactions

Shanghai, May 1, 1920.

OFFICIAL

Langkats (Com.) Tls. 18.00

Shai W. work 6% Debs. 78.00

Shai Dock Tls. 137.00

Tls. 137.50 June

UNOFFICIAL

Anglo-Javas Tls. 8.00

New Eng. Tls. 28.50 June

Tls. 27.00 cash

Silk Market

Messrs. William Little and Co.

write as follows in their report dated April 30:

White Silk.—We have nothing to report.

Tantles. Flatures.—Market about Tls. 15 lower. Peony 1, 2, Tls. 485.

The China Mutual Life Insurance Co., Ltd.

A PEACE RISK.

Who is carrying your death risk?

Is it your family?

or

A Life Assurance Office?

Why not let the China Mutual carry it?

HEAD OFFICE:

10 Canton Road, Shanghai.

Singapore Rubber Auction

Singapore, April 14.—Following were the prices realised at the auction this week:

SHEET

Singapore Standard

Ribbed 90/87

Off Quality Ribbed 88 1/2/78 1/2

Smoked Fine Plain Nil

Smoked Good Plain Nil

Unsmoked Fine Rib Nil

Unsmoked Good Rib Nil

Unsmoked Fine Plain Nil

Unsmoked Good Plain Nil

Cupwashing Nil

CREPE

Singapore Standard

First Latex 88/85

Off Color Latex 84 1/2/79

Fine Brown 77 1/2/73

Good Brown 72 1/2/65

Good Dark 67 1/2/56 1/2

Bary 56/48

SCRAP

Virgin and Pressed Nil

Loose Nil

Catalogued for sale: 1,798,899 lbs. (about 803 tons).

Sold: \$44,886 lbs. (about 377 tons).

There has been a further slight decline in prices since last week, this market being depressed on account of the uncertain state of affairs in the consuming markets, especially New York, from where several strikes are reported.

There was only a fair demand for most grades at the auctions this week, and the market shows no signs of improving for the time being.

Singapore Standard Ribbed Smoked Sheet opened at about 87-88 cents and rose to 90 cents during the day, one lot realising 91 cents, showing a decline of 1 1/2 cents on the week. There was also a fair demand for Off Sheet, prices being rather erratic, however.

Singapore Standard 1st Latex Crepe was difficult of sale, realising only up to 88 cents, or one cent less than last week. Very little business was done in this grade.

Fine Brown Crepe sold at round

about last week's prices, but Dark and Barky Crepes met with a much better demand and show an increase of 5-6 cents on the week.

At the time of writing the tendency of the market is slightly weaker.

Meyer and Measor.

Share Market

Messrs. J. P. Bisset and Co.

write as follows in their report dated April 30:

The share market on the whole has been quiet for the past week but rates generally remain firm with a tendency to advance. Docks have improved and business has been done today at Tls. 133 1/2 Cash and Tls. 138 for June Settlement. Rubbers are wanted at present cheap prices.

American Manufacturers Export & Import Corporation

ELECTRIC MACHINERY

Sole Agents Wagner Electric Mfg. Co., St. Louis

Machine Tools

Carroll and Jamison Lathes

Barnes All Geared Drills

Stocks on Display

10 Nanking Road

R. L. Stevens, Mgr.

Tel. Central 1540

PHILIPPINE NATIONAL BANK
SOLE OFFICIAL DEPOSITORY OF THE PHILIPPINE GOVERNMENT
RESOURCES PESOS 261,000,000
HEAD OFFICES MANILA

GROWING IN PRESTIGE & CAPITAL

BRANCHES 87 BROADWAY, NEW YORK AND THROUGHOUT THE PHILIPPINES	CHECKING ACCOUNTS SAVINGS ACCOUNTS FIXED DEPOSITS EXCHANGE BOUGHT & SOLD LETTERS OF CREDIT TRAVELLERS CHECKS	CORRESPONDENTS AT PRINCIPAL CITIES IN THE ORIENT UNITED STATES AND EUROPE
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1 B The Bund, Shanghai; Tel. C. 2741 J. W. MILLER Manager.

MJB Coffee
ON SALE BY ALL GROCERS
VACUUM PACKED—ALWAYS FRESH
The most popular Coffee in the Market
AMERICAN MACHINERY & EXPORT CO.,
No. 2 Siping Road.

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DRILLING MACHINES
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Watchmakers & Jewellers,
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Jewelry repaired or made new in Gold and Platinum settings.
Best workmanship guaranteed. Reasonable charges.
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Current
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Longest
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FARLEY CANDY
GUNTHER CHOCOLATES
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Pure—Wholesome—Nutritious
SEND YOUR ORDER TODAY.
\$1 per pound and upwards
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"THE STORE OF QUALITY"

We are manufacturers of all kinds of
PURE, SWEET CHOCOLATE; MILK CHOCOLATE TABLETS; COVERTURES; COCOA POWDERS COCOA BUTTER

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All art-lovers, should not fail to see our wonderful collection: The best and largest in China.
Comprising an exhibition of every description of Chinese curios.
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(right on the sea-shore)
Nicely furnished rooms, each with bath. French cuisine. For rates, etc., apply
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Pale Pilsen Beer
Brewed from the finest American Malt and Hops
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AREFUL
HAUFFEURS

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BUSINESS AND OFFICIAL NOTICES

(Continued from Page 24)

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We are Specialists in Making
Ladies' Underwear,
Lingerie and
Embroideries
FROM
Customers' Own Designs
Best Workmanship at Moderate Prices
THE CATHAY LACE CO.,
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for
LUNCHEONS
TEAS
DINNERS
AND
SUPPERS

Our celebrated
JAZZ ORCHESTRA
Plays in the Ball-room for Dancing every
evening
and on
THURSDAYS.

Tea Dansants from 5.15 p.m. sharp
to 7.15 p.m.

We serve a business men's tiffin for 75 cents
F. Davies
Managing Director
Avenue Edouard VII

FOOCHOW

FOOCHOW: The San Peh Co.'s
Steamer "Ning Shin" Captain
Augustus will leave from the
Ningshao Wharf, Chinese Bund,
Nankin, on Monday, the 3rd May,
at about 6 p.m. This Steamer
has extra large cabins with all the
conveniences of a mail Steamer
with observation saloons fore and
aft. Excellent service and cuisine.
Passage fare, Shanghai to Foo-
chow, single \$30 and return \$48.
For Freight or Passage, apply to
the office of the Company, No
16A, Peking Road, Telephone:—
Freight C. 1529 and Passage C
3283.

MASONIC HALL

30 THE BUND

Jewish Operette and Comedy
Co.

Sunday, May 2nd,
commencing 9.15 p.m.

- 1.—Is he guilty?
(Is er shuldig?)
- 2.—She doesn't like the
matchmaking.
(Si vill nit deim shideh)
- 3.—Story of "Sholem
Aleihem"
(Dus tepl)

The above includes a variety
of songs and dances.

Popular prices: \$3, \$2, \$1.
Booking at the Hall.

Dr. James Yuking's

Office for Venereal Diseases
is now removed to
73 NANKING ROAD.
Hours: 10 a.m. to 5 p.m. daily
and by appointment.
Special consideration to men
in uniform.

FRESH MILK

delivered twice daily.
EXTRA ORDERS
are executed at any
time

AIKOSHA DAIRY
89 Avenue Dubail
Tel. C. 2175

VANCOUVER LODGE

Residential Country Hotel
134 SINZA ROAD

Telephone West 1707

Double and single rooms, hot
and cold water service. Garages,
spacious garden, tennis courts,
croquet lawn.

TERMS MODERATE. 27740

The Shanghai Chemical Laboratory

No. 20 Nanking Road
3rd Floor

DISPLAY OF GOWNS

IMPORTED DIRECT

from

NEW YORK

ROOM 51

ASTOR HOUSE

Mrs. Nelson

29331

HOUSEWIVES

We have some of the articles for
which you have long waited.

- Utility Haircutters
- Knife Sharpeners
- Knife Cleaners
- Weather Cards
- Lee's Priceless Recipes
- Younman's Household Guide
- Liquid Glue (the handy kind).

For sale in Shanghai only by

LIENGYI MERCANTILE CO.

Corner Szechuan & Soochow Roads.

Phone Central 2683.

Dr. E. G. Lobzowsky

DENTIST

Four Years' Practice in
New York.

Painless Extractions, Plate
Crown Bridgework, Gold
and Porcelain Inlays.

No. 3 G Peking Road
Tel. Central 1155

Municipal Notification

No. 2702

7 PER CENT. LOAN, 1920
Price of issue until further notice
92 1/2 per cent.

Under the authority of Resolu-
tion VII passed at the annual meet-
ing of Ratepayers on April 7, 1920,
the Council hereby invites applica-
tions for debentures in the 7 per
cent Loan of 1920.

The debentures in this issue will
bear interest from the date of
purchase at the rate of 7 per cent
per annum payable on June 30 and
December 31 in each year.

They will be issued at 92 1/2 per
cent until further notice and will
be redeemed on December 31, 1920.

The scrip will be issued in
denominations of Tls 1,000, Tls 500
and Tls 100 to suit the convenience
of applicants, but no allotment for
a less amount than Tls 500 nominal
will be made except to depositors
in the Municipal Investment Bank.

Application forms can be obtain-
ed from the Treasurer and Com-
ptroller, Finance Department, 24B
Kiangse Road, to whom all en-
quiries should be addressed.

By order,
N. O. LIDDELL,
Secretary.

Council Room,
Shanghai, April 13, 1920.

The International Recreation Club

THE ITALIAN AIR SQUADRON.

(Rome-Tokio Flight)

THE PUBLIC is admitted to the
Kiangwan Course by Tickets at
\$1.00 each, which are good for
days of Landing, Exhibition
Flights and Departure of the
Aeroplanes.

Tickets are now available at the
Club House and at the Kiangwan
Course.

MEMBERS OF I.R.C. are admitted
to the Grounds by their Mem-
ber's Badges only.

By order,
Y. S. DAY,
Secretary.

29338

PROF. I. K. SETO

TURKISH-BATH

and
Massage Establishment

Cor. of Nanking and Szechuen Rd.

Practised 15 years in U.S.A.

Practised 3 years in Shanghai

Dr. R. Holper, M.D.

Specialist in venereal, urinary,
skin and internal diseases.

15 NANKING ROAD

(Corn. Szechuen Road)

Office hours 11-1 and 4-8

Residence 77 Avenue Dubail

Tel. Central 786

27316

Shanghai Foreign Exchange

Bankers' Association

The Foreign Exchange Bankers
who are members of the above
Association, will open at 9 a.m. and
close at 11 a.m. on Monday, Tues-
day and Wednesday, the 3rd, 4th
and 5th May, on account of the
Spring Race Meeting. 29247.

KINGMAN & BROS.

How to Preserve the Teeth.

In order to keep the teeth in a
good condition scientific precaution
must be taken. Through negli-
gence, decay and numerous other
affections such as tooth-ache, dental
periostitis, osteo-periostitis, necro-
sis of the jaw, etc., may arise.
During the process of ingestion,
there are settled on the teeth, some
deposits of mineral and organic
matters, called tartar, which pos-
sesses a morbid power of preserving
the gum. As an inevitable result
of the presence of this tartar, the
teeth will become elongated and
movable and will, by degrees,
absorb away the enamel, leading
ultimately to the decay and de-
generation of the teeth. The tartar
is so hard and resistant to the
process of brushing that it cannot
be scraped off except with dental
instruments specially devised for
that purpose.

Dr. KINGMAN offers to the
public his service for preserving
their teeth at an annual subscrip-
tion fee of \$10.00 per head to be
paid in advance.

The work to be done by Dr.
KINGMAN to the subscribers con-
sists in:—

- (1) Cleaning of the teeth quarterly
- (2) Filling with gold platinum
alloy only, when the teeth pre-
sent holes.
- (3) Inspecting the teeth at any
time at the desire of the sub-
scribers.

No. 40, Szechuen Road, Shanghai.

MUNICIPAL NOTIFICATION

No. 2713.

SHANGHAI MUNICIPAL
COUNCIL 6 PER CENT.
STERLING LOAN, 1920.

Amount £750,000

Price of Issue £100 per cent.

UNDER the authority of Resolu-
tion VII passed at the Annual
Meeting of Ratepayers on April 7,
1920, the Council hereby invites
applications for Bearer Debentures
(with coupons attached) in the 6
percent, Sterling Loan of 1920,
which is issued on the following
terms:—

(1) Debentures to Bearer, with
Sterling interest coupons at-
tached, will be issued at £100
percent in denominations of £1,000,
£500, £100 and £50.

(2) The Debentures of this issue
will bear interest at the rate of 6
percent per annum, payable on
June 30 and December 31 in each
year by sterling demand draft on
London at par, or in silver (local
currency) at the Hongkong and
Shanghai Banking Corporation's
Shanghai current demand buying
rate on London on date of pre-
sentation of the relative coupon.
The first payment of interest will
be made on December 31, 1920.

(3) Applications, accompanied
by payment in full, will be re-
ceived by the Hongkong and
Shanghai Banking Corporation,
No. 12 The Bund, on and after
May 1, up to and including June
30, 1920, the Council reserving to
itself the right of closing the sub-
scription lists on any day previous
to June 30, 1920, by Notification
in the Municipal Gazette and
Public Press of Shanghai.

(4) Payment on application will
be accepted in Silver (local cur-
rency) at the Hongkong and
Shanghai Banking Corporation's
current selling T.T. rate on London
and will bear interest from date
of payment, or in Sterling by
T.T. or Demand Draft on London.

Interest on payments made in
Sterling will only accrue from the
date on which the relative re-
mittances are received by the
Hongkong and Shanghai Banking
Corporation, London.

The cost of all telegrams in-
volved through payment by Ster-
ling T.T. shall be paid by the
applicant.

Payment will be acknowledged
by Banker's Receipt pending issue
of the Debentures.

In the event of any applicant
not being allotted the full amount
applied for, the amount over-
applied for will be repaid in full,
plus interest at the rate of 6 per
cent per annum from the date
payment was received in Shanghai
or London to the date of re-
payment in Shanghai, as notified
to the applicant by special notice
from the Council.

(5) The Loan will be redeemed
at par on June 30, 1950, but may
be redeemed by the Council in
whole or in part on June 30, 1930,
and/or on any subsequent date or
dates on which the half-yearly in-
terest is payable, subject to the
Council giving six calendar
months' notice in the Municipal
Gazette and Public Press of Shang-
hai. In the event of any partial
redemption of the loan the num-
bers of the Debentures to be re-
deemed will be decided by draw-
ing. The numbers of such drawn
Debentures will be notified in the
Municipal Gazette and Public
Press of Shanghai not less than
three months prior to the date of
repayment.

Application forms can be obtain-
ed on and after May 1, from the
Hongkong and Shanghai Bank-
ing Corporation, No. 12 The Bund,
or from the Treasurer and Com-
ptroller, Finance Department, 24B
Kiangse Road, to whom all en-
quiries should be addressed.

By order,
N. O. LIDDELL,
Secretary.

Council Room,
Shanghai, April 29, 1920.

Dr. OKS, M.D.

SPECIALIST

for Eye, Ear, Throat and
Nose Diseases.

9-11 a.m. and 1-4 p.m.

3 KiuKiang Rd. Tel. C.1801

28917

Far Eastern Insurance

Company, Limited.

Notice to Shareholders

A dividend at the rate of six
per centum, being one Tael and
twenty cents per share, on the
paid-up capital of the above com-
pany, has been declared payable
at the Hongkong and Shanghai
Banking Corporation, or The
Russo-Asiatic Bank, Shanghai,
on and after this date, to
shareholders on the record on
April 19th, 1920.

By Order of the Board of Direc-
tors,

W. S. JACKSON.

Shanghai, April 26th, 1920.

29228

BARGAIN STORE

Before making your purchases elsewhere, pay us a
visit, and you will find a complete assortment of

SUMMER GOODS

of every description.

Our stock consists of a nice selection of

Bed Sheetings, Table Cloths, Napkins, Ladies',
Gents' and Children's Tennis Pumps and Shoes; the
Latest Novelties in Voles, Ribbons, Neckwear, Tow-
els, Perfumery, Children's Dresses, Boys' Shirts,
Silk Socks and Stockings, Children's Hosiery.

You will find prices so moderate that you will
have to buy.

BARGAIN STORE

282-290 North Szechuen Road
(Near Boone Road)

29214

NOTICE TO IMPORTERS

The Vice-President and General Manager of a large sales
organisation in the United States, acting as manufacturers'
exclusive distributors of the following products:

- | | |
|---------------------------------|------------------------------|
| Automobile tires. | Essential oils. |
| Mechanical Rubber goods. | Drugs. |
| Men's and Women's shoes. | Crushed fruits and syrups. |
| Tool steel. | Coffee substitutes. |
| Electric motors and generators. | Iron and steel washers. |
| Sole leather. | Baking powder. |
| Abrasives. | Canned milk. |
| Vacuum cleaners. | Canned salmon. |
| Lubricating oils and greases. | Wire wheels for Automobiles. |
| Bicycles. | Roofing material. |
| Belting. | Friction tape. |

desires to arrange with responsible and competent Importers
in Shanghai for the sale and distribution of these products
under an exclusive agreement. Please address Box 678, THE
CHINA PRESS. 29280

NOTICE TO EXPORTERS

We beg to inform Exporters of China Egg Products
that we are manufacturing and selling all kinds of
LIQUID, DRIED AND SPRAYED WHOLE EGG, YOLK
AND ALBUMEN.

Our goods are manufactured by the most up-to-date
process; our machines are the newest imported from Amer-
ica, and our outputs are supervised by the best EXPERTS.
Any inquiry will have our immediate attention.

Address: 8b Kiangse Road, and Q489 Tientsin Road,
Shanghai.

Telephone: Central Nos. 2355 and 4008.

H. C. WANG

General Manager: Tung Hain Ziang Egg Factories, Hung Yee Chong
Egg Factory, Hain Chong.

Tel., Central 2036

Dr. FRED M. GENSBURGER

Eye Specialist

Consulting Hours

2 to 5 p.m.

and by appointment

38, Nanking Road

1st Floor

SWEETMEAT CASTLE

16 Nanking Road Entrance: Szechuen Road

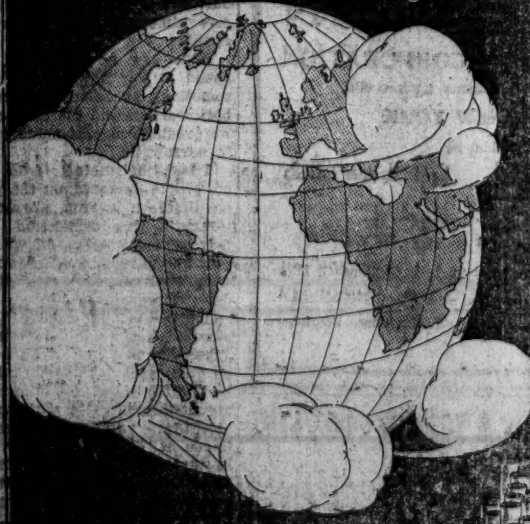
CITRONNADE

Replaces in every way the use of FRESH LEMONS—
Convenient—Economical, in Jars of 2 sections, containing

OIL & JUICE of Lemons

The "Three Castles"

Virginia Cigarettes



Smoked
round the
World

Guaranteed
manufactured
in England

Made in—Regular
Magnum and Super
Magnum sizes



This advertisement is issued by the British-American Tobacco Co. (China), Ltd.

NEW BOOKS

Just arrived from America and Paris

Bentley's Complete Phrase Code Book (New Edition).....	\$20.00
Western Union Telegraphic Code (Universal Edition).....	\$20.00
The New Supreme Webster's Dictionary (Full Leather).....	3.00
English-Russian and Russian-English Dictionary (By M. Galonsky).....	7.00
Cassell's New Dictionary of French-English and English-French.....	3.00
Peking Dust (By Ellen N. Lamotte).....	2.25
A. B. C. Code 5th Edition.....	26.00
Webster's New International Dictionary for 1920.....	13.50
French Newspapers.....	0.10

FOR SALE AT

CHOW TZU KONG BOOKSTORE
111 Szechuen Road Shanghai 周聚康西書社

UNDER NEW MANAGEMENT

SAVOY HOTEL

Re-modelled and Re-furnished

A Strictly First-Class Family Hotel, at Moderate Rates

Satisfactory Home with Excellent Service and Superior Cuisine

SPECIAL RATES FOR MONTHLY GUESTS

China Lace Guild

Manufacturers of

FILLET AND IRISH CROCHET
LACE, INSERTIONS, ETC.

Wholesale only

98 SZECHUEN ROAD.

The Chinese Benevolent Association

271-6 Boulevard des Deux Republiques

Benevolent Fund Ticket

First Prize \$50,000.00

Issued under the authorization of the Government of the Republic of China on the 8th July, 1918.

To be drawn among 40,000 successive numbers in full view of the public in Shanghai, China, on May 2nd, 1920.

One tenth of each ticket will be sold at \$0.50, the proceeds of which after payment of prizes, charges, etc., will be divided between the Famine Relief Fund and the Benevolent Institutions. The Association reserves to itself the right to allocate the proceeds to the above objects; if any of the tickets are unsold on date of drawing, proportional reduction in the allocation will be made.

Price for Whole Tickets: \$5.00

Tickets may be obtained from all dealers.

All prizes won locally will be given at The Chinese Benevolent Association (271-6, Boulevard des Deux Republiques, Shanghai); if abroad, will be paid at the Branch Offices of The Bank of China elsewhere.

The Chinese Benevolent Association

LONDON TO HAVE
WOOL EXHIBITIONAnnouncements Of Exhibition
To Be Held In July Are
Sent To Shanghai

Announcements that have been sent to Shanghai in connection with the Clothing, Outfitting and Woolen Trades Exhibition that will be held in Agricultural Hall in London from July 5 to July 16 indicate that the exhibition is attracting attention from all parts of the world.

The Clothing, Outfitting and Woolen Trades Exhibition will be strictly confined to exhibits of men's wear, woollens, worsteds and other materials for their manufacture. An important feature of this exhibition is the Cloth Hall, a large building on the right hand side of the entrance. In this hall will be housed the exhibits of manufacturers of every description of woollens and cotton piece goods. The warehouse man or maker-up is therefore afforded the opportunity of viewing the productions of the mills in a self-contained building and can visit these manufacturers uninterrupted by displays of made-up goods which are, from a buying point view, of no interest to him.

The central hall and central gallery will be devoted to displays of made-up goods, ready-to-wear clothing, shirts, hosiery, neckwear, gloves, hats, boots, and the like.

Already all the space in the exhibition is filled, and this fact is eloquent proof of the enterprise of British manufacturers. Local traders should make a point to instruct their agents in London to visit the exhibition if they cannot go themselves.

BRITISH GET GERMAN TRADE

Commissioner Reports Americans Should Share It With Them
Washington, March 21.—British manufacturers are not losing any time in reaping trade with the

THE JAZZ CO.

Chemical cleaning and dry cleaning contractors.

Carpets cleaned and beaten by steam.

Satisfactory work guaranteed
Dyeing in fast colours

Receiving Office

241A Szechuen Road

(near corner of Jinkee Road)

Shanghai.

29138

German Trade Commissioner Drosel, at Berlin, has reported to the Department of Commerce. The better-class mercantile establishments in Berlin are showing varied lines of British-made goods, particularly woollens and leathers, the report said.

Describing the arrangements made by the British for shoe contracts for the next two years, and the "handsome" profits obtained because of the exchange situation, Mr. Drosel said:

"In my opinion there is no reason why such an arrangement for the supply of materials on a large scale could not be carried out by American dealers for their own profit and for the assistance of German industry during the period necessary for reconstruction."

Siccawei Weather Reports

30.—Pressure maximum to the E. of Japan. The continental low area advances bodily eastwards and forms an elongated depression between N. Luzon and S. Korea. Distinct circular whirl between our coast and the Loochoos. Fine and warm day in N. China; overcast in our Valley and in the South. Rain and fog in Kwangtung.

1.—Weather still overcast and gloomy. The pressure is rising slowly. The breeze veers gradually to N. E.

Amusements

OLYMPIC

TONIGHT! SUNDAY!
at 9.15 p.m.

THE POPULAR

HUMPHREY B SHOP

HUMPHREY BISHOP

Comedy and Operatic Company

PRESENT THEIR

THIRD BIG SUCCESS

THE

"WEDGWOOD CLASSICS"

(A Pot-Pourri of Grand Opera and Classical Dancing

and their 3rd version

"Tit-Bits from Vaudeville"

Including the Eastern Extravaganza

"The God of Five Wishes"

TUESDAY NEXT!

Fourth

COMPLETE CHANGE

or

PROGRAMME.

"Les Cloches de Cor. eville"

(Excerpts)

and

Fourth Edition of

"Tit-Bits from Vaudeville"

Including the famous comedy Sketch

"The Broken Mirror"

Popular Prices: \$3, \$2 and \$1

Booking at Moutrie's

Lyceum Theatre

SHANGHAI

NIGHTLY 9.15

The Great English Actress

MARIE

TEMPEST

In association with

GRAHAM BROWNE

and World-Tour Company

In a Repertoire of

Famous "Tempest" Comedies.

By special request the following

plays will be repeated during

the last week of the company's

visit to Shanghai:—

This week:—

Monday.

Clare Kummer's Romantic

Farce-Comedy,

"GOOD GRACIOUS ANNABELLE"

Tuesday.

Anthony Wharton's Comedy,

"AT THE BARN"

Wednesday.

Hubert Henry Davis' Comedy,

"COUSIN KATE"

Thursday.

Hubert Henry Davis' Social

Indictment,

"OUTCAST"

Friday.

W. Somerset Maugham's Comedy,

"MRS. DOT"

Saturday.

Henry Arthur Jones' Comedy,

"MARY GOES FIRST"

PLANS AT MOUTRIE'S

POPULAR PRICES

Reserved Seats \$3

Pit \$2, Gallery \$1

Private Boxes \$15

29203

TOWA CINEMA THEATRE

No. 4 Woonchang Road

(Near Chapoo Road)

NEW PROGRAMME

Today, 2nd and 3rd May

"THE RED GLOVE"

(Marie Walcamp)

5th and 6th Episodes

Charlie Chaplin Comedy

also

Japanese Drama

4 Parts

Admission Prices 20 cts. 30 cts.

30 cts.

VICTOR A THEATRE

Colossal Programme For

Tonight, May 2nd.

PRESENTING

GERALDING FARRAR

in

THE DEVIL STONE

six parts

and

"FATTY" ARBUCKLE

in the best Comedy ever

screened in Shanghai

"THE BUTCHER BOY"

two parts

ISIS THEATRE

Junction of N. Szechuen Rd. Exten. and Jukong Rd.

Monday, Tuesday and Wednesday

GEORGE B. SEITZ

with

Marguerite Courtot

in

"BOUND AND GAGGED"

2nd Episode: Overboard. 3rd Episode: Snared.

Also showing

MARIE WALCAMP in "THE RED GLOVE"

Episode 13: Trapped. Episode 14: The Lost Millions.

Matinee To-day

"THE RED GLOVE"

Epi. 11th and 12th

"BOUND AND GAGGED"

Episode First

To-night

"MORAL SUICIDE"

7 powerful parts.

APOLLO TONIGHT
TONIGHT

Commencing at 9.15 p.m. Sharp

THE LITERATURE AND ART SOCIETY

PRESENTS

BY SPECIAL REQUEST

THE WELL-KNOWN MUSICAL COMEDY

THE
GEISHA

in 3 Acts. Music by

SYDNEY JHONES

50 Artistes! 50 Artistes!

CHORUS AND SPECIAL

BALET.

Admission \$1, \$2, \$3. Booking at Robinson's

AT THE APOLLO

On Monday, Tuesday & Wednesday

May 3rd, 4th & 5th

Select Pictures!! Select Pictures!!

CLARA
KIMBALL
YOUNG

AND HER OWN COMPANY INCLUDING

TULLY MARSHALL

PRESENT



"CHEATING CHEATERS"

A story full of Suspense and Mystery

From MAX MARCIN'S celebrated

Stage Play of the Same Name

Who is the Cheater in "Cheating

Cheaters"?

Imagine the surprise of cheaters when they discovered another cheater cheating them. See how Miss CLARA KIMBALL YOUNG does the cheating

It is one of the most unusual plays ever produced on either stage or screen

COMMENCING

THURSDAY, 5th

A BATHING SUIT

ROMANCE

MABEL NORMAND'S

NEWEST in

"THE VENUS MODEL"

Goldwyn Star Has Happiest Comedy-Drama

Role of Her Happy Career

CHUCKLES, LAUGHTER, MYSTERY,

SUSPENSE AND SURPRISE

are all cleverly woven into this quick-action play.

The Story by H. R. DURANT

To-day, MATINEE at 3 p.m.

OLIVE THOMAS in the drama

"AN EVEN BREAK"

also showing

The great serial picture

"ELMO THE MIGHTY"

Episodes 9th and 10th

To-night at 9.15 p.m.

"THE GEISHA"

REFINED
SALTARE you interested in the Salt Business? Have
you heard about the Chiu Ta Salt Refining
Company of Tientsin? It is theLARGEST SALT REFINERY IN THE FAR EAST
and the only one of its kind.WE manufacture different grades of Refined
Salt for DOMESTIC purposes as well as
for EXPORT. If you have any idea of buying
a large quantity of salt, it will pay you to make
inquiries from us.CHIU TA SALT REFINING CO.
TIENTSIN

Telegram No. 2430; Cables: "CHIUTA TIENTSIN"

GENERAL SHIPPING NEWS

N. Y. K. NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)
Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to Alteration)

EUROPEAN LINE MAIL SERVICE.
For Hongkong, Singapore, Penang, Colombo, Suez, Port Said, Marseilles, London and Antwerp:
MISHIMA MARU 16,000 Tons Capt. S. Takano May 16
SODA MARU 12,500 Tons Capt. N. Tanaka May 24

EUROPEAN LINE CARGO SERVICE.
For London, Antwerp, Rotterdam, and Hamburg via ports:—
TOYOOKA AMRU 15,000 Tons Capt. S. Shiratori May 23
For Genoa, Marseilles and Liverpool via ports:—
KAMAKURA MARU 12,500 Tons Capt. S. Shioya May 23

AMERICAN LINE
For Nagasaki, Kobe, Yokohama, Victoria, and Seattle:—
SUWA MARU 21,000 Tons Capt. K. Shimidzu May 8
TOYOHASHI MARU 15,000 Tons Capt. K. Hayashi May 13
KASHIMA MARU 19,000 Tons Capt. M. Machida May 20

NEW YORK VIA PANAMA
TSUYAMA MARU 15,000 Tons Capt. O. Sakamoto May 10
SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)
KASUGA MARU 7,000 Tons Capt. K. Inatsu May 7
YAMASHIRO MARU 7,000 Tons Capt. T. Terada May 14
KOKURA MARU 4,500 Tons Capt. S. Ito May 18

FOR JAPAN
INABA MARU 12,500 Tons Capt. K. Seo May 23
SHANGHAI, MOJI, KOBÉ AND OSAKA LINE (Via Moji).
KUMANO MARU 9,500 Tons Capt. S. Sasaki May 8
YAWATA MARU 7,000 Tons Capt. G. Shimomura May 12
OMI MARU 7,000 Tons Capt. S. Kishimoto May 12
CHIKUGO MARU 5,500 Tons Capt. T. Kusanagi May 15

FOR HONGKONG
KASHIMA MARU 19,000 Tons Capt. M. Machida May 7
FOR MANILA AND HONGKONG
FUSHIMI MARU 21,000 Tons Capt. T. Totsuwa May 20
AUSTRALIAN LINE (Sailing from Hongkong).

Regular Four-Weekly Service between Japan ports and Australia (calling at Manila).
AKI MARU 12,500 Tons Capt. S. Shihata May 19
TANGO MARU 14,000 Tons Capt. M. Nishimura June 23
NIKKO MARU 10,000 Tons Capt. G. Yamasaki June 23
The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.
For freight, passage and further information apply to
E. MATSUDAIRA, Manager, Nippon Yusen Kaisha,
Tel. Address: Yusen, Shanghai.

FRANK WATERHOUSE & CO.

PUGET SOUND TRANS-PACIFIC SERVICE

SEATTLE-MANILA via SHANGHAI & HONGKONG

WEST BOUND EAST BOUND
arrive Shanghai leave Shanghai

STANLEY	May 14	June 15
MAQUAN	June 11	July 13
WEST IVAN	July 9	Aug. 10

Operated for account of UNITED STATES SHIPPING BOARD

For rates and particulars apply to

AMERICAN TRADING COMPANY AGENTS

53 Szechuen Road Telephone Central 944

BARBER STEAMSHIP LINES, INC.

FOR NEW YORK & BOSTON

Via Panama

S.S. "RADNOR" May 3

FOR SAN FRANCISCO VIA HONOLULU

S.S. "WEST WIND" April 30

Operated for Account of U. S. Shipping Board

For rates and particulars apply to

THE BARBER S.S. LINES, INC.

THE ADMIRAL LINE, Agents.
53 Szechuen Road. Telephone C. 1471

STRUTHERS & DIXON

INCORPORATED

Amalgamated with COSMOPOLITAN SHIPPING CO. GREEN STAR LINE

New York New York

TRANS-PACIFIC SERVICE

Steamer	Date	Steamer	Date
West Humber	May 7	Hikiharu	May 11
Dual	May 22	Brave Court	May 15
West Humber	May 28	West Ivist	May 30
Eastern Trader	June 6	West Humber	June 3

(If sufficient inducement offers)

* San Francisco † Seattle

Through B/L issued to all Overland Points in U.S.A. and Canada

ATLANTIC & GULF PORTS VIA PANAMA SERVICE

Due INWARD	Sailing OUTWARD
West Humber	West Humber
Dual	Brave Court
West Humber	West Ivist
Eastern Trader	West Humber

* Baltimore † New Orleans

For rates, space or other particulars, apply to

EXECUTIVE OFFICE SHANGHAI OFFICE
FOR THE FAR EAST, 7, Jinke Road, Shanghai, China.
J. H. BRETHERTON, Vice-Pres. J. S. EMERSON, AGENT

Telegram "DIXSTRUTH"

Information for Mariners

SUNDAY, MAY 2, 1920

High Water at Woosung Bar
(The night tides are higher than the day tides, they are about equal at 6 and 7 o'clock.)
Approximate rise, at springs 1 1/4 h; at neaps, 5 h.
fall, at springs 3 1/4 h; at neaps, 7 1/2 h.

Time	Range	Time	Range
11h. 58m.	7ft. 11in.		

High Water at Tungsha Lightship
(The morning tides are higher than the evening tides).
Approximate rise, 5 1/2 h; approximate fall, 7 1/2 h.

Time	Range	Time	Range
10h. 53m.	11h. 13m.		

Time of Moonrise, Moonset, Sunrise, Sunset
Rises 6 2 p.m. 4 32 a.m. 5h. 17m. 6h. 37m. 4h. 32m. 7h. 22m.
Mean Barometric Pressure at Shanghai For May 29.85in. 759.2mm.

P. & O., British India, Apar, E. & A. S.S. Lines

(Companies incorporated in England)

FOR MARSEILLES, LONDON AND ANTWERP via HONGKONG, STRAITS, CEYLON, EGYPT

S.S. "NORE" 8th May
S.S. "NOVARA" 22nd May
S.S. "DELTA" 30th May
S.S. "NELLORE" 6th June

FOR BOMBAY via STRAITS AND COLOMBO DUNERA 9th May

FOR CALCUTTA via JAPAN
S.S. "TAKADA" 8th May
S.S. "ARRATOON APCAR" 18th May

FOR SYDNEY FROM HONGKONG
S.S. "EASTERN" 19th May

P. & O. and B.I.S.N. Co's tickets interchangeable.
Steamers and sailing dates are liable to be altered or cancelled without notice.

For particulars regarding Freight or Passage, apply to
MACKINNON, MACKENZIE & CO.

AGENTS

24 The Bund, Shanghai

Telephones: Central 169 & 2065

CHINA PACIFIC COMPANY

AGENTS FOR

The Columbia Pacific Shipping Co., and

Sudden and Christenson.

Cargo Service between

Portland, Oregon and Shanghai, Tsingtau, Tientsin, and Dairen.

Sailings from China ports:—

S.S. ANGELES about May 20th
S.S. WEST NAVARIA about June 10th
S.S. WEST KEATS about June 20th

Through bills of lading issued to the principal cities of the United States and Canada.

For information as to freight rates, etc., apply to:—

C. L. Seitz, Manager

6 KIUKIANG ROAD. 4th FLOOR.

O. S. K.

OSAKA SHOSEN KAISHA (Osaka Mercantile Steamship Co.)

Under Mail Contract with the Imperial Japanese Government (Subject to Alteration)

SAILINGS FROM SHANGHAI

FOR EUROPE Hongkong, Singapore, Colombo, Port Said, Marseilles, London, Antwerp, Rotterdam and Hamburg. Leave. June 4 June 6

FOR NEW YORK via PANAMA Japan ports, San Francisco, Panama, New York
ALASKA MARU 15,000 W. Miura May 30 June 1

FOR NORTH AMERICA (Tacoma, Seattle and Vancouver) via Nagasaki, Kobe and Yokohama.
In connection with the Chicago, Milwaukee and St. Paul Ry.
AFRICA MARU 18,000 H. Yamamoto May 11 May 12

FOR HONGKONG
AFRICA MARU 18,000 H. Yamamoto May 11 May 12

FOR SOUTH CHINA PORTS (Tsingtau, Tientsin and Dairen).
KOHOKU MARU 5,000 M. Tsubaki May 12 May 14

FOR SOUTH CHINA PORTS AND FORMOSA (Poochow, Keelung and Takao).
KEELUNG MARU 8,000 Capt. N. Kamizawa May 6 May 8

The Company also runs numerous steamers from Japan to South America, New Orleans, South Africa, Australia, India, Java, China, Korea, Vladivostok and also between the principal ports in Japan. Through freight looked from Shanghai.

OSAKA SHOSEN KAISHA

Tel. Nos. C. 4233, 4234 and 4235 Union Building, 4 The Bund.
O.S.K. Yangtszepoo Wharf, Wayide, Tel. Nos. East 208, 209 & 212
Tel. Address: SHOSEN, Shanghai.

Shipping Items

The P. and O. s.s. Nore is expected to leave Moji for Shanghai today.

The I.C. s.s. Loongwo left Hankow for Shanghai on Thursday.

The N.K.K. s.s. Fengyang Maru left Hankow for Shanghai on Thursday.

The C.N. s.s. Sinkiang left Hongkong for Shanghai on Thursday.

The C.N. s.s. Tungchow left Tientsin for Chefoo, Weihaiwei and Shanghai on Thursday.

The I.C. s.s. Kwongsang is expected to arrive in Shanghai from Canton, Hongkong and Swatow tomorrow.

The C.M. s.s. Kiangyung left Hankow for Shanghai on Friday.

The N.K.K. s.s. Taise Maru left Hankow for Shanghai on Friday.

The C.M. s.s. Hsinchang left Tientsin for Hongkong and Canton direct on Friday.

The P. and O. s.s. Dunera from Bombay, was expected to leave Hongkong for Shanghai yesterday.

The C.M. s.s. Kiangwah left Hankow for Shanghai yesterday.

The N.K.K. s.s. Nanyang Maru left Hankow for Shanghai yesterday.

The C.N. s.s. Suiyang Maru left Pukow for Shanghai yesterday.

The C.M. s.s. Hsinchang left leave Tientsin for Chefoo, Lungkow and Shanghai yesterday.

The C.M. s.s. Kwanglee left Hongkong for Shanghai on Wednesday.

The I.C. s.s. Choyasang is expected to arrive in Shanghai from Swatow tomorrow.

The I.C. s.s. Wosang is expected to arrive in Shanghai from Swatow on Wednesday.

The M.M. s.s. Pelho left Saigon for Tourane, Haiphong and Shanghai on Friday and may be expected to arrive here on May 12.

The I.C. s.s. Luenho will leave Hankow for Shanghai today.

The C.N. s.s. Chungking will leave Hankow for Shanghai today.

The C.N. s.s. Shuntien will leave Tientsin for Chefoo, Weihaiwei and Shanghai today.

The C.N. s.s. Yingchow will leave Hongkong for Shanghai today.

The K.M.A. s.s. Upolu (chartered) left Chinwangtao for Shanghai on Thursday.

The C.M. s.s. Hsinming left Tientsin for Chefoo and Shanghai on Thursday.

The I.C. s.s. Kooshang is expected to arrive in Shanghai from Tientsin and Chefoo on Wednesday.

The T.K.K. s.s. Korea Maru will leave Hongkong for Shanghai tomorrow and is due at Woosung early Thursday morning.

The inbound passenger tender is expected to arrive at the Customs Jetty at 9:30 o'clock. The Korea sails for Japan ports, Honolulu and San Francisco same evening and the tender with passengers and mails will leave the Customs Jetty at two o'clock Thursday afternoon.

The I.C. s.s. Suilwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Luenyi will leave Hankow for Shanghai tomorrow.

The N.K.K. s.s. Yohyang Maru will leave Hankow for Shanghai tomorrow.

The C.M. s.s. Kiangshin will leave Hankow for Shanghai on Tuesday.

The I.C. s.s. Waishang will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Wuchang will leave Hankow for Shanghai on Tuesday.

The N.K.K. s.s. Tachang Maru will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Ichang will leave Hongkong for Shanghai on Tuesday.

The C.N. s.s. Tean will leave Tsingtau for Shanghai on Tuesday.

The C.M. s.s. Yushun will leave Tientsin for Chinwangtao and Shanghai today.

The K.M.A. s.s. Kwangping (chartered) left Chinwangtao for Shanghai on Friday.

The L.T. s.s. Africa from Trieste, left Hongkong at daylight on Thursday and is due in Shanghai today.

The M.M. s.s. Cordillera with the French mails of March 25, left Hongkong for Shanghai on Friday afternoon at 5 o'clock and is expected to arrive at the S.M.R. Whangpoo Wharf about two o'clock tomorrow afternoon.

The C.M. s.s. China, sailed from San Francisco on April 23, is making a special call at Yokohama and is due to arrive in Shanghai about May 14.

VESSELS IN HARBOR AND AT WOOSUNG

Date	From	Ship's Name	Flag Agents
Dec. 2	Japan	Taiho Maru	Jap. S.P.S.N. Co.
Dec. 4	River ports	Lingyun	Chl. W. & Co.
Dec. 10	Chinwangtao	Indigirka	Am. Socoy.
Dec. 16	Hankow	Meilan	Chl. Socoy.
Dec. 25		Newchow	Am. Socoy.
Jan. 15		Meilan	Jap. M.B.K.
Feb. 16	River ports	Kitama Maru	Chl. S.P.S.N. Co.
Mar. 19	Japan	Kiyo Maru	Jap. M.B.K.
Mar. 22	New York	Shinoh	Chl. W. & Co.
Apr. 1	Tsingtau	Shinoh	Chl. S.P.S.N. Co.
Apr. 10	River ports	Hwanlee	Chl. J.M. & Co.
Apr. 14		Palembang	Br. A.P. Co.
Apr. 16		Yungshin	Chl. N.S.N. Co.
Apr. 22	Tientsin	Yungshin	Fr. S.M.C. de P.
Apr. 25	Seattle	Justin	Am. G.S.S. Co.
Apr. 25	Seattle	Delight	Am. A.T. Co.
Apr. 25	New York	Ajax	Br. H.B.S.
Apr. 27	London	Glenice	Br. G.B. & Co.
Apr. 28		Uda	Br. A.P. Co.
Apr. 28	Japan	Anso Maru	Jap. N.Y.K.
Apr. 28	Chinwangtao	Kaitung	Br. K.M.A.
Apr. 29	Hankow	Teangshah 2	Am. C.I. & S.L. Co.
Apr. 29	Hankow, etc.	Wosung	Br. H.B.S.
Apr. 29	Hankow, etc.	Kuling	Chl. C.M.S.N. Co.
Apr. 29	Hankow, etc.	Os. de Colombo	Br. M.B.K.
Apr. 30	Hongkong	Hongkong	Br. J.M. & Co.
Apr. 30	London	Glegade	Br. G.I. & A.
Apr. 30	Japan	Satsuki Maru	Jap. M.B.K.
Apr. 30	Swatow	West Wind	Am. Socoy.
Apr. 30		Acme	Br. B. & S.
Apr. 30	Liverpool	Priam	Br. B. & S.
Apr. 30	Hankow	Kaitung Maru	Jap. M.B.K.
Apr. 30	Hankow, etc.	Suiyang Maru	Jap. N.Y.K.
Apr. 30	Cruise	Luhang	Chl. Customs
Apr. 30	Cruise	Chuentiao	Chl. Customs
Apr. 30	Cruise	Likin	Chl. Customs
Apr. 30	Cruise	Niankin	Chl. Customs
Apr. 30	Hankow, etc.	Hsinfeng	Chl. C.M.S.N. Co.
May 1	Hankow, etc.	Shengking	Br. B. & S.
May 1	Foochow	Shengking	Chl. S.P.S.N. Co.
May 1	Foochow	Feiching	Chl. C.M.S.N. Co.
May 1	Swatow	Kansu	Br. B. & S.
May 1	Japan	Taisoku Maru	Jap. N.Y.K.
May 1	Japan	Wakasa Maru	Jap. N.Y.K.
May 1	Tsingtau	Yekishin Maru	Jap. S.M.R. Co.
May 1	Japan	Tuscan Prince	Br. S. Tomes & Co.
May 1	Pukow	Suiyang	Br. B. & S.
May 1	Cruise	Elcano	Am. Socoy.
May 1	London	Novara	Br. M.M. & Co.

Arrivals

Date	From	Ship's Name	Flag Agents
Apr. 30	Hankow, etc.	Ngankin	Br. B. & S.
May 1	Ningpo	Kaitung	Chl. C.M.S.N. Co.
May 1	Hankow, etc.	Shengking	Br. B. & S.
May 1	Hankow, etc.	Ningshin	Chl. S.P.S.N. Co.
May 1	Foochow	Feiching	Chl. C.M.S.N. Co.
May 1	Swatow	Kansu	Br. B. & S.
May 1	Japan	Taisoku Maru	Jap. N.Y.K.
May 1	Japan	Wakasa Maru	Jap. N.Y.K.
May 1	Tsingtau	Yekishin Maru	Jap. S.M.R. Co.
May 1	Japan	Tuscan Prince	Br. S. Tomes & Co.
May 1	Pukow	Suiyang	Br. B. & S.
May 1	Cruise	Elcano	Am. Socoy.
May 1	London	Novara	Br. M.M. & Co.

Departures

Date	For	Ship's Name	Flag Agents
May 1	Hankow, etc.	Changon	Chl. S.P.S.N. Co.
May 1	Hankow, etc.	Tuckwo	Br. J. M. & Co.
May 1	Hankow, etc.	Tafuo Maru	Jap. N. K. K.
May 1	Hankow	Javary	Am. B.A.T. Co.
May 1	Antung	Kwelling	Br. B. & S.
May 1	Japan	Chikungo Maru	Jap. N. Y. K.
May 1	Tientsin, etc.	Kingsing	Br. J. M. & Co.
May 1	Tientsin, etc.	Fengtien	Br. B. & S.
May 1	Tsingtau	Tseng	Br. B. & S.
May 1	Tsingtau	Hozan Maru	Jap. H.H. Co.
May 1	Native Customs	Kienhsin	Chl. W. & Co.
May 1	Chinwangtao	Niehsing Maru	Jap. K. M. A.
May 1	S. H'kong, C'ton	Chenan	Br. B. & S.
May 1	Wuhu	Holhow	Br. B. & S.
May 1	London	Hayana Maru	Jap. J. M. & Co.
May 1		Sakurajima M	Jap. Chl.
May 1	Hongkong, Canton	Hsintak	Chl. C.M.S.N. Co.
May 1	Chefoo, Tsingtau	Astrakan	Rus. R.V.F.
May 1	Japan	Kitau	Br. N.Y.K.
May 1	Nippon	Chikungo	Chl. C.M.S.N. Co.

Business and Official Notices

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for



AUCTION INDEX

MONDAY, May 3rd.—Excellent Household Furniture and Accessories in Salesroom at 10 a.m.

WEDNESDAY, May 5th.—Good Household Furniture and Sundries in Salesroom at 10 a.m.

MONDAY, May 10th.—Superior Household Furniture at 200a Bubbling Well Road at 10 a.m.

FRIDAY, May 14th.—Excellent Household Furniture and Sundries at 73 Avenue Road.

MONDAY, May 17th.—Superior Household Furniture, etc., at 20 Carter Road.



The American Consulate General will be closed to public business on the afternoons of Monday, Tuesday and Wednesday, the 3rd, 4th and 5th of May.

EDWIN S. CUNNINGHAM,
American Consul-General.

NOTICE

Shanghai Cricket Club.

The Ground will be open for practice, weather permitting, on Thursday, 6th May.

By Order of the Committee
C. D. FIELD
Secretary

READY SHORTLY New Edition of Dingle's New Map of China

(In English and Chinese)
This New Edition is nearly ready—4 sheets, 51 by 43 ins.; may be used as four maps, or mounted to make full map; fully revised and brought up to date in every respect.
Particulars on request. Tel. C. 3971.
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29129

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These Brands of finest quality
Fresh Butter are supplied daily
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AGENTS
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Business and Official Notices
are Continued on
Page 19

HEIDSIECK'S
MONOPOLE
(RED TOP)
THE
CHAMPAGNE
MOST FAVOURED
THE
MOST FAVOURED
CHAMPAGNE
THE
BEST-KNOWN
CHAMPAGNE
IN THE WORLD
IS
HEIDSIECK'S
MONOPOLE
(RED TOP)

GARNER, QUELCH & CO.
SOLE AGENTS FOR
China, Japan, Korea, Formosa
Etc.

In His Britannic Majesty's
Supreme Court for China at
Shanghai

In The Matter Of The Companies
Ordinances Hongkong
and
In The Matter Of The Shanghai
Cotton Manufacturing Co., Ltd.

NOTICE IS HEREBY GIVEN that
a Petition for the winding up of
the above named Company subject
to the supervision of His Britannic
Majesty's Supreme Court for China
at Shanghai was, on the 28th day of
April, 1920, presented to the said
Court by Frederick James Burrett
of No. 1 The Bund, Shanghai. And
that the said Petition is directed
to be heard before the Judge of this
Court on Friday, the 7th day of
May, 1920; and any creditor or con-
tributor of the said Company desirous
to support or oppose the making of an order on the said
Petition may appear at the time of
hearing by himself or his counsel
for that purpose; and a copy of the
Petition will be furnished to any
creditor or contributor of the said
Company requiring the same by the
undersigned on payment of the
customary charge for the same.

HANSON, MCNEILL, JONES
& WRIGHT
24 Yuenmingyuen Road
Solicitors for the Petitioner.

NOTE.—Any person who intends to
appear on the hearing of the said
Petition must serve on or send by
post to the above-named notice in
writing of his intention so to do.
The notice must state the name and
address of the person, or, if a firm,
the name and address of the firm,
and must be signed by the person or
firm, or his or their solicitor (if
any), and must be served, or if
posted must be sent by post in
sufficient time to reach the above-
named not later than six o'clock in
the afternoon of the 6th day of
May, 1920.

MR. ALEXANDER McLURE
Chartered Accountant, has been
admitted a partner in our firm as
from 1st January, 1920, and our
practice will, from this date, be
conducted under the firm name
and style of Seth, Mancell &
McLure.

SETH, MANCELL & Co.
Shanghai, 28th April, 1920.

GENTLEMAN with long ex-
perience in export trade, wishes to
open connections for the export of
European goods to China, and for
the import of goods from China to
England and the Continent. Ad-
vances on goods sent on consign-
ment. Write to: C. Heumann, 16
Upper Park Road, London
N. W. 3.

Z powodu uroczystosci 3-go Maja odbędzie sie masa
sw. w kościele sw. Jozefa przy ulicy Montauban dnia 3-go
maja br. o godzinie 10 rano.

Rodacy sa prozeni o przybycie.

Konsul Dr. Hubicki.

Z okazji przypadającego w dniu 3-go maja br. święta
narodowego prosi Konsul Dr. Hubicki całą kolonję polską
w Szanghaju o przybycie do jego domu przy Route
Garnier 9 (telefon West 132) dnia 3 maja 1920 między
godzina 4 a 6 popołudniu.

W razie niepogody przyjeździe zostanie odłożone do
dnia, który będzie podany d. wiadomości.

FOR AMERICAN, BRITISH AND CHINESE
METALS, HARDWARE & SUNDRIES
PHONE OR WRITE TO
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(ZUNG LEE & SONS, ESTABLISHED 1893)
SHANGHAI

ALL MAKES OF TYPEWRITERS FOR SALE AND HIRE

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Year
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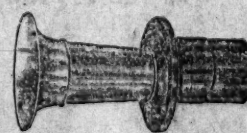
"National" Portable Typewriter,
Complete with travelling case,
Russian Keyboard, Mex. \$54.00

THE OFFICE APPLIANCE CO.

Phone: SPECIALISTS IN OFFICE EQUIPMENT Cable Add.
Central 4778 22 Nanking Road, Shanghai Mackhauch

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Not an "electric horn" with only a common vibrator, but a
WARNING SIGNAL with a REAL MOTOR and a big push but-
ton that can be operated by the slightest touch of the hand arm.
Distributors and Service Station for China of Stewart Products

The Shanghai Horse Bazaar & Motor Co., Ltd.

We beg to announce that

ROY W. GILMORE
E. H. DODGE

have power of attorney for

THOS. W. SIMMONS & CO. (China), INC.

29271

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KANSAS CITY
DENVER
ATLANTA
DALLAS
TULSA
WATERBURY
LONDON
PARIS
SHANGHAI
HAYAMA

We announce the consolidation, as of May 1,
1920 of our professional Accounting practices, to
be conducted in the name of Haskins and Sells,
with offices at 131 Szechuen Road, Shanghai.

STEVENSON & CARSON

HASKINS & SELLS

NOTICE OF REMOVAL

The offices of the International Cor-
respondence Schools and Technical
Supply Company are temporarily
located at 26 Nanking Road, second
floor. Entrance East of Office Ap-
pliance Co. Mail address C. P. O.
Box No. 1.

SITUATIONS WANTED

COMPETENT lady stenotypist
desires work after office hours. No
objection Saturday and Sunday.
Apply to Box 693, THE CHINA
PRESS.

29347

YOUNG LADY, English, requires
post as nurse to children. Eight
years' experience; would travel.
Apply to Box 694, THE CHINA
PRESS.

29349 M. 2

AMERICAN, university man,
liberal business education, four
years' executive experience, with
an unimpeachable record of suc-
cess. Position sought which will
afford an opportunity for a man
possessed of initiative, resource,
and a sense of responsibility. The
initial salary does not count. A
capable worker is available on the
spot. Apply to Box 677, THE
CHINA PRESS.

29277

POSITION wanted by an Ameri-
can, who is now manager of an
import and export house. Years
of experience in China trade. Ex-
cellent reasons for desiring change.
Willing to take charge a depart-
ment or office. Apply to Box 684,
THE CHINA PRESS.

29293 M. 2

WANTED, a position in any capa-
city by a reliable woman who
speaks English, French, Italian
and Spanish. Willing to put up
monetary guarantee if necessary.
Outport no objection. Apply to
Box 687, THE CHINA PRESS.

29311 M. 2

YOUNG LADY, typist, some knowl-
edge of stenography, speaks Eng-
lish and Russian, is open for
engagement; will take a month's
trial for a small salary. Apply to
Box 681, THE CHINA PRESS.

29287 M. 2

AMERICAN girl desires position
as stenographer. Excellent re-
ferences; graduate Eastman Col-
lege, New York, and Boston
School; seven years' experience.
Apply to Box 674, THE CHINA
PRESS.

29270 M. 2

SITUATION WANTED: For-
eigner, American, ten years' ex-
perience in buying and selling
silks, executive ability, open for
position. Apply to Box 675, THE
CHINA PRESS.

29274 M. 4

EXPERIENCED stenographer
(American) desires position April
1st. Apply to Box 656, THE CHINA
PRESS.

29223 M. 4

WANTED by young Englishman,
at present employed in Hongkong,
position in Shanghai, preferably in
insurance offices. Previous expe-
rience in England and in the East.
Apply to Box 659, THE CHINA
PRESS.

29185 M. 2

HOUSES TO LET

SUMMER cottage for rent, Unzen,
Japan, in pine-woods on the
mountain, thirty miles from Naga-
saki. Seven rooms, furnished,
running cold spring water at the
door. Tennis court and golf links
near-by. Apply to Box 656, THE
CHINA PRESS.

29300 M. 1

APARTMENTS WANTED

WANTED by American, comfort-
able furnished room, board optional.
Small apartment considered, cen-
tral district. Apply to Box 696,
THE CHINA PRESS.

29354 M. 5

OFFICES, ETC., TO LET

TO LET, a suite of spacious
modern, office rooms. Apply to
Box 683, THE CHINA PRESS.

29290 M. 6

TO LET, one office room, second
floor, on Nanking Road; immediate
occupation. Apply to Box 679,
THE CHINA PRESS.

29283 M. 2

APARTMENTS

Connaught House
8 Quinsan Gardens
Board - Residence
Apply Mrs. G. POLLOCK.

TO LET with board from May 1,
in Bubbling Well district large,
comfortably furnished room and
bathroom, suitable for two
bachelors or single occupant. All
modern comforts, telephone, tennis,
garage and stabling. Apply to
Box No. 571, THE CHINA PRESS.

Pension de famille

gives board and lodging, or
only board if required. Apply
to 380-381 Avenue Joffre from
9 to 1 o'clock.

LARGE room to let, with board,
comfortably furnished, bathroom
attached. For terms, apply to 42
Boone Road.

29351 M. 5

TO LET: A young widow is desirous
of receiving into her private
villa a married couple or two
bachelors. Furnished flat quite
apart and most comfortable and
homely. All new. Tennis and
garage. Apply to Box 697, THE
CHINA PRESS.

29355 M. 2

SMALL, newly furnished room
with splendid bath, for gentleman
full board. Near race track and
close to tram line. Apply to Box
698, THE CHINA PRESS.

29356 M. 5

TO LET, nicely furnished rooms,
with bathrooms and verandahs
attached, full board, hot and cold
water, also telephone. Apply No.
49 Bubbling Well Road.

29299 M. 2

TO LET central district near
Bund, attractive well-furnished
flat, rental Tls. 200 per month,
which includes plate, linen, light,
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Box 659, THE CHINA PRESS.

29319 M. 7

TO LET with board, a large
furnished room with bath. Loca-
tion Bubbling Well Road near
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29289 M. 2

TO LET, two furnished rooms with
board, at No. 103 Bubbling Well
Road. Apply at premises, or
phone West 805.

29272 M. 2

TO LET, with board, comfortable
well-furnished rooms, 73 Bubbling
Well Road, telephone West 1473.

29249 M. 6

TO LET, unfurnished flat, four
large rooms, spacious hall, kitchen
and bath. Telephone and tennis
court. Western district. Apply to
Box 670, THE CHINA PRESS.

29261 M. 2

TO LET, large, bright room with
separate modern bath, board optional,
suitable for married couple or
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CHINA PRESS.

29232 M. 4

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WANTED in central district, office
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PRESS.

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increase commercial opportunities,
earn new acquaintances, add to ad-
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special textbooks, interesting, easy,
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tical conversational lessons. No
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29321 M. 1

FOR SALE, Buick four-cylinder,
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Car in perfect condition. Owner
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asonable. Apply Star Garage.

29266 M. 4

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cylinder, 23 passenger Runabout,
recently overhauled and repainted.
In excellent running order. Owner
going home. Apply to Box 673,
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FOR SALE, slightly used auto-
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passenger limousine; one Winton,
seven-passenger limousine; one
Oakland, six-passenger town car;
one Fiat, five-passenger touring
car. All in perfect condition. For
full particulars, apply to Albert
Hashim, 13 Kiang Road.

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WANTED from I.C.S. Students
who have completed half or more
of course of training. We con-
tinually receive requests from em-
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full particulars regarding progress
made in your I.C.S. Course, expe-
rience, salary wanted, etc. Address
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WANTED: Large American firm
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WANTED, by large American firm,
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29185

MAN wanted, having experience
in manufacture of porcelain ware.
Must be competent to advise on
establishment of and manage
operation of factory. Reply, stat-
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ferences. Apply to Box 672, THE
CHINA PRESS.

29287 M. 7

WANTED, stenotypist and office
assistant for British steamship
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CHINA PRESS.

29258 M. 2

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DR. S. HODG, Veterinary Surgeon,
graduated from Tokyo School No.
22 Suchang Lane, first left Japan
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28348

TO LET for the season, a tennis
lawn, corner of Tienfong and Je-
field Roads. Apply to Box 664,
THE CHINA PRESS.

29261 M. 2

WANTED, passage on Canadian
Pacific Steamer "Empress of Rus-
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wife holding berth accommodation
will pay a liberal premium in ex-
change for cabin for two. For full
information, see Manager, Philip-
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29232 M. 2

A NEW live-wire concern of San
Francisco, general purchasing
agents, brokerage and commission,
wants to get in touch with business
interests in Far East. Address A.
L. Faulkner for interview, Astor
House.

29201 M. 2

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FOR SALE, I. S. S. Bond, 25
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Box 691, THE CHINA PRESS.

29343 M. 5

STAMPS FOR SALE: a good
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SAFETY Razor Blades sharpened,
Old blades made as good as new.
50 cents a dozen single blades; 70
cents, double; Y. M. C. A. Barber
Shop, 120 Szechuen Road.

29353

FOR SALE, six-cylinder Buick
car, five-seater, town body, newly
painted, in perfect running order,
used one year. Apply to Box
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29321 M. 1

FOR SALE, Buick four-cylinder,
with winter and summer tops.
Car in perfect condition. Owner
leaving Shanghai. Price very re-
asonable. Apply Star Garage.

29266 M. 4

SCRIPPS-BOTH for sale, four-
cylinder, 23 passenger Runabout,
recently overhauled and repainted.
In excellent running order. Owner
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THE CHINA PRESS.

29268 M. 9

FOR SALE, slightly used auto-
mobiles: One Pierce-Arrow, seven-
passenger limousine; one Winton,
seven-passenger limousine; one
Oakland, six-passenger town car;
one Fiat, five-passenger touring
car. All in perfect condition. For
full particulars, apply to Albert
Hashim, 13 Kiang Road.

29129 M. 2

"How I Lost 100 Pounds-AND STILL STAY THIN"

Miss Amelia Summerville, Once the
"Merry Little Mountain Maid,"
Explains How She Got and Keeps Her
Fashionable Aesthetic Slenderness



ANYONE can reduce his or her flesh. Anyone can become thin. But almost no one who has once been fat and has grown thin remains thin. Amelia Summerville, the actress, seems to be an interesting exception to this rule. Miss Summerville, once a ballet girl with the Black Crook Company and afterward the Merry Mountain Maid in "Adonis," was a memorable monument of flesh. Filled with an ambition to play Trilby she lost one hundred and ten pounds in eight months, a feat which is not so remarkable as the fact that she still stays thin.

Everyone who has lost a large amount of flesh is haunted by the fear of regaining it. The fear is usually well grounded. Miss Summerville explains on this page today the secret of how she lost her hundred and ten pounds and the more important secret of how she retains her reduced weight.

Ever since she rid herself of her ponderous weight she has remained as svelte as a girl. Five feet ten and a half inches tall, she weighs 161 pounds. That weight she has preserved for twenty years, and she will preserve, she says, as long as she lives.

By Amelia Summerville.
(in an interview.)

THE reason why, having lost one hundred and ten pounds, I never regained the incubus is in large part mental. I employed few material aids. My success has been a triumph of mind over matter.

Dominance over fat is the exercise of intelligence. I remembered by what means I had acquired surplus weight, and I refrained from again using them. Therefore I have remained thin.

Alertness of mind and agility of body are the price of middle-aged slenderness.

While I was playing the Merry Mountain Maid and singing about "plucking huckleberries and looking for love" I was earning more money than I had ever had in my life. I had never before earned the great sum of fifty dollars a week. I felt plutocratic and spent thirty dollars of the fifty at a first-class grocer's. Most of the provisions for which I paid thirty dollars a week I myself ate. Life was one grand gorge for me.

When I tired of playing the buxom role I cast my eyes about for another part. I wanted to play Trilby. My friends roared at my ambition.

"Don't do it," they warned. "That would be homicide. Your audiences would die of laughter."

"I'll show you," I said. "There's nothing ridiculous about me except my weight. I'll soon rid myself of that."

In eight months I had shrunk to my present weight. I had lost 110 pounds. I did this by putting a checkrein on my appetite. I ate not what I wanted, but what I needed. And wherever I went I walked. I reason that whatever had caused me to lose 110 pounds would cause me to keep them away. I apply this rule with unrelaxing severity.

I eat only one-third of what I did in my fat days. I never count it by ounces. I simply see to it that my plate that had once been heaped with good things is only one-third covered. I used to push things on one side and cast a measuring eye upon the plate. I am so concerned about the matter and have so trained my eyes that I notice the slightest deviation from it. I eat just enough to nourish me. I allow myself not one whit more.

I do not feel weaker than when I ate three times as much. I feel stronger, for I am not tired by carrying about a surplus of flesh. Once I felt exactly as a person might who was carrying two baskets, each one filled with fifty-five pounds of let us say, meat. You can imagine how much ground a person so encumbered could cover, and how slow and clumsy his gait would be.

Next to eating more than is required for

nourishment the greatest of fat accumulators is sitting. Most people sit too much. No one who tries to convert himself into a perpetual-motion machine ever grows fat.

Keep moving. Don't stop moving unless earning your livelihood or the rest you absolutely require necessitates it.

I never take an elevator. I scorn an escalator. All apartments are walk-up apartments to me. No matter where I go, whether to Harlem or the Battery, I walk. My longest walk was taken with Maurice Barrymore.

He was a great athlete. It happened that both of us were invited to a party which Leander Richardson gave. Mr. Richardson lived at One Hundred and Thirtieth street. I lived in the same street as Mr. Barrymore. We took the walk together. That was four and a quarter miles each way, I recall.

The man, who was a model of manly beauty, the greatest matinee idol of his time, said: "That's right. Keep it up. If all women walked eight miles a day they would never lose their figures."

If I go to the Professional Woman's League, which is up two flights, I walk. If I visited the Singer or the Woolworth Building—the tallest building in the world—I would do the same. Two flights or forty flights, it is all the same to me. I walk.

I dance a great deal. Dancing should take off more flesh than does walking. One gets as much exercise at a dancing party as on a seven-mile walk. But, alas! The conditions are not the same. The air is stale and overheated. The ideal walk is a brisk one in cool, pure air.

Another aid that I consider indispensable is flushing the body well with hot water—not too hot. I know a man who died because the water he drank scalded his oesophagus. Discretion should temper the heat of the water. It should be a little more than warm, but it should not be dangerously hot. The fat person suffers from an accumulation of deposits. They clog the joints and tighten the vents. The result is that there is faulty elimination. Plenty of warm water cleanses the body of waste. Waste makes fat.

That is a reason why fat is regarded as a disease. It is a disease. Six pints of hot water a day will help to wash away the fat. Drink two pints in the morning while you are dressing. Two pints should be drunk an hour after the midday meal. Two more pints should be drunk at night. This quantity assures proper elimination of the poisons of the system. It washes away the substances that, clinging to the walls of the miles of intestines, would be converted into fat.

This is not normal fat, but puffy, bloated, unwholesome fat. There is no fat so hard to cope with as that which accumulates inside the body. The outer fat is more or less obedient. The inner fat once formed obstinately tries to hold its place.

Let me tell you what helped me most to get and to stay thin. It is holding the picture. No, I am not using the vernacular of motion pictures, though I have but just

The Two Pictures of Amelia Summerville Above Show Her Back in the Old Days When She Was Famous as the Merry Little Mountain Maid Weighing Nearly 300 Pounds, and the Central Picture Is a Photograph of Miss Summerville at the Present Time.

finished "April Folly" with Miss Marion Davies. Also I was with her in "Getting Mary Married." By the way, have you noticed that nearly all motion-picture actors are lean? Their activity makes them so. If you see one who is obese it is because it helps his business to keep so. He nurses his flesh. He is the Strasburg goose of the screen art.

What helped me most is that I formed a picture of myself as I wish to be. I always judged a woman by her arms. If her upper arm was large it indicated to me grossness of person. The upper arm is the index of a woman's figure. The neck is what might be termed a sub-index.

I visualized to myself my arms as being long and slender and graceful. Upon my word, it was not long before people began saying to me: "What long, slim, graceful arms you have!" That is the compliment I most frequently receive. I survey my arms while I am combing my hair. If they seem to me to have gained a quarter of an inch in circumference I cover even less than one-third of my plate with food. I am content for a time with a sixth of it. If my neck begins to grow plump I am really alarmed and I skip a meal.

Chocolate is devil's food save to the person who has nothing else to eat. It is too concentrated except for a soldier on a long march.

It is fat clothed in charming form. I would no sooner touch chocolate than I would a pair of red-hot pliers.

I favor a balanced diet. Save for the things I mention which revolt me, I eat everything. It is not the ingredients of the food to which I object. It is the quantity of it. A mixed diet is a very good thing. It is the amount with which we stoke the long-suffering stomach against which I protest.

I would recommend the two-course meal that wisely economical folks adopted during the war. Two courses are quite enough. Soup I would banish unless little else is eaten with it. A thick soup and a salad or some fruit are enough for a meal. One real meal is enough for any one.

If I have eaten what I consider a reasonable meal I nibble the rest of the day.

In the morning I breakfast on two bran or graham muffins or two slices of bran or graham bread and a saucer of fruit. Pineapple and apricots are best. The apricots contain acid and the pineapple bulk.

If I eat a fairly substantial luncheon, as meat, vegetable and dessert, I dine on graham crackers and fruit, or I vary it by a meal of nuts and an apple.

Moderation in eating is the key to health. If one be healthy she will never be fat. If you know the dominant disease of a country you will learn that it is produced by the dominant food. Too much fish produces scurvy, as, for instance, in Portugal. Too much rice causes early senility, as in Japan. Too much macaroni produces early obesity, as in Italy, where the women grow old early and lose their beauty. An excess of raw meats produces a brutal nature.

I have not varied five pounds in weight in twenty years, because I have practiced what I am preaching to you.

Clothing has much to do with keeping the lines of the figure gently undulant. The fat woman is the one addicted to the kimono habit. I believe in the corset. I know that to keep the long lines of her youth a woman should wear stays every moment except while she is asleep. I wear them even while going through the few setting-up exercises in the morning, which everybody knows, and which I would bore everybody to repeat.

I have no set rules for exercise save the "keep moving" which I have quoted.

While I was reducing my weight I occasionally go through the fencing exercises with a cane. As soon as I have taken my bath I put on my corsets, and I keep them on all day.

I do not favor nor practice extreme baths. That is, I do not recommend nor practice the very hot nor the very cold bath. I discovered that hot baths tended to flesh forming, and I stopped them. I began a course of tepid baths. I bathe in water that is lukewarm. I try to match the temperature of the body. As soon as I have gotten into the tub I turn on cooler water, so that when I leave the bath my body is well cooled. I never remain in the bath more than ten minutes. If I stay longer than that a feeling of lassitude follows. Rest follows lassitude and fat follows unnecessary rest.

Next to walking, swimming is the best exercise for beauty of figure. Nobody ever pictured a mermaid as fat. Even the medieval painters, who were ignorant of a lot of things, knew that. I always contrive, no matter how busy I am, to do some surf swimming in the summer. The cool salt water makes the muscles firm. No matter how little one swims, swim fast, just as no matter how little you walk you should walk quickly.

The best part of the bath—that is, the most reducing part of it—is the drying. A Turkish towel vigorously used is the third aid in reduction. You must have gathered from what I said that I regard cutting the quantity of food to one-third as the first, and walking wherever you go as the second. I rub my shoulders and my hips more vigorously than any other part of my body. That is because those are the flesh-forming centres.

Mark well that I do not advise the rigorous diet, which is only another word for starvation. One should eat three meals a day. But I divide these into major and or minor meals. An admirable menu for biggest meal and the two which are lesser or minor meals. An admirable menu for the lesser meal, especially if it be an evening one, is my favorite supper. That is bran bread with apple butter. Three slices of the bran bread, toasted or not, as you wish, with as much apple butter as you wish, nourish the body and are an excellent preventive of intestinal disorders.

No need to let the skin of your face and neck become flabby while reducing. Apply cold cream plentifully and harden the muscles and make the skin firm by applications of cold cloths.

Friendship Gowns

by Lady Duff Gordon

The Charming Not-Too-Formal, Not-Too-Familiar Dresses Described by the Greatest Living Dress Creator



A Spring Model That Emphasizes the Turned-Back Brim and the Extended Sides of a Favorite Winter Shape.

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

By Lady Duff-Gordon ("Lucile")

A NEW name has been invented for the gowns in which we call upon or receive our friends. Some one has had the inspiration to style them "Friendship Gowns." A very good term. It implies a shade less than the formality of the reception gown or the robe in which the wearer goes to the matinee, the theatre or opera. The phrase "Friendship Gown" conveys the idea of warmth and cosiness and something of informality.

The large right-hand figure affords a view of an excellent model for this type of gown. The slip is of silk trimmed with a wide border of metallic lace applied upon it. The gown proper is of net. The net is arranged in rather full folds and gathered about the ankles in trousered effect. The sleeves are a pleasing and becoming novelty. They are very full and gathered in at the wrist, where they are finished by long, pointed cuffs made of bands of silk. The novelty of the sleeves consists in the slit to the elbow, showing the upper side of the arm. Over this "Friendship Gown" is worn a bolero, square cut, and extending somewhat below the waist, but held in by a belt over which it hangs in slight fullness at the front and back. The sleeves

are as tight as those of the gown are loose. The sleeves of the bolero reach only slightly above the elbow. The material of the bolero jacket is lace. The motif of the lace is worked out in iridescent metals. The narrow crush belt is of velvet.

The small lower middle figure is of a character somewhat more formal. Yet that, too, may be classed with the "Friendship Gowns." The building material is silk. It is drawn about the figure, closely enswathing the knees and ankles, but arranged in buoyant, pannier-like effect. The drapery is drawn into a pointed line at the front and back. The bodice is draped and drawn to a point below the waist line. The neck is cut into the favorite square of the present. There is a rolling collar caught up quaintly at the shoulders. The short sleeves finished by a wide fold of the silk end slightly above the elbows. The gown is adorned by a row of embroidery about the skirt, the drapery and the belt line.

While the "Friendship Gowns" have a degree of informality, the haughty at the left hand and worn with a "Friendship Gown" is of the more flamboyant "picture" variety. It is of satin. The trimming, arranged about the brim and drooping over the sides, is of ostrich plumes.



This Is One of the Most Graceful Specimens of the Draped Skirt with Panniers.



A Square-Cut Bolero of Lace Is the Chief Feature of This "Friendship Robe."

Promise Of French Fashions

Is The Longer Skirt Only A Longer Short Skirt, And Is The Wasp-Waist Really Threatening To Return?

(New York Times)

While it is yet too early to say, from actual observation, exactly what the French fashions will be for the coming Spring season, one can form a general idea of what the silhouette lines and general tendencies will be. The time has passed when we, as a nation, follow the French blindly in such matters. But we are interested. We took the situation over, from our own opinions and create our own styles.

Paris is quoted to the effect that the skirts are to be longer. This is a bit disconcerting when we realize that we have only just shortened ours, until we realize that the French idea of a short skirt comes higher than ours. Their short skirts at their shortest period reached the knees, and, if the wearer danced or moved in undignified fashion, the hems of their gowns pulled up above the knees. We, in our decorum, have never reached that point outside of fancy dress. Even now, one ventures to suppose, our short skirts are longer than their long skirts. As any rate, one would be forced to that conclusion from a glimpse of a few first photographs and sketches. From the standpoint of ease and comfort we can only hope that the length of the skirts will not pull down in the direction of the ankles. The shorter ones are more economical, more comfortable to walk in, and more entirely in keeping with the vaunted freedom of women.

Talking about freedom, there is a report which seems, too, to be well founded, that we are returning to the days of the tight basque and the small waistline. There will have to be a deal of lacing accomplished by American women if this report is to ripen into a full-fledged fact, for we have let our figures become natural to the last point of comfort, and it is going to be extremely hard for us to coax a wasp-waist effect. However, there is no denying the fact that many of the advanced French models show a fitted basque. They have been doing this all winter and they are keeping on with the style as far as can be judged. As yet these basques demand no tight lacing, for, though they are darted and fitted in true basque fashion, they still succeed in molding themselves to the natural lines of the figures, and there is no fashion ultimatum saying that they shall sit snugly and without a wrinkle. According to those models the little basques are quite fascinating by supple and the charm of their lines adhering to the womanly shape under them is one of the prettiest things of the season.

THE LINE OF THE SKIRT
About skirts again—it seems to be a matter of some conjecture about whether they shall be entirely straight in line or have fullness at the hips. The advance reports from Paris seem to differ in this respect. The one-piece dress, or the model that hangs in a straight line from shoulder to hem, has long been popular in Paris and it still continues to be so. More and more we are being reconciled to its simplicity on this side of the water, and one sees at smart gatherings an increasing number of this informal style of wearing apparel. A strictly one-piece dress, to look its best, should be made very short, because, once it is lengthened to what we have always considered a dignified line, it loses the beauty of its true proportion.

For the flatter skirts the tunic is having a spell of popularity. Often it is a very much pleated tunic, for accordion and fine side pleats have never before been so much in public favor. There are wide-pleated tunics and tunics made up of rows of narrower pleatings. Also the French designers have used quantities of ruffles—small and large—on many of the advance models which have already reached this country. The apron effect of ruffles or of pleatings arranged in various ways continues to be popular both here and abroad, and it bids fair to live through another long season.

There has been some discussion about the placing of the waistline, and this is a point upon which there does not seem to be harmony. Some call for exaggeratedly long waists, while others contend for a point only a little below the normal line. Be that as it may, there are models of the long-waisted type among the new Spring creations, as there are models of the normal-waisted type, and there are even some models which cling to the universally becoming short-waisted style. So, here again, it is a matter of selecting the style which

is the most becoming to the individual figure in question.

Sleeves, the mandate from Paris hints, will be longer than they have been, but just how long is something which we still have to learn. As is true about skirts, their idea of a short sleeve is of a very short sleeve. So it may be that they have a different conception of the long sleeve.

FRILLS AND HATS

Frills for collars have taken a new lease on life, and on the French gowns there is much pleated white organdie to be seen about the neckline. It has various ways of forming itself, from the ruffle that stands high behind the head, making a picturesque frame for the face, to the soft-pleated frill of a softer material that droops gracefully down the front of a low-cut gown. Always on the darker-toned dress of woolen or silk materials there is a suggestion of white about the throat, except in some isolated cases, when the straight and untrimmed neckline remains in favor. But it is the very spotlessly white and crisp organdie which has all of the attention and favor this season. It is one of the hardest appendages of feminine attire to keep in order and first-class condition, but, on the other hand, it is one of the most becoming to which the sex is heir, and we have every reason to be thankful for its return to general favor.

Hats are generally small and, with scarcely an exception, they turn away from the face so that not a line of the visage shall be missed. Those with the round, upturned brims are greatly in favor, and the little close-fitting toques and turbans are having a great run in Paris, they say. Already some of these new hats have been imported, and it is possible to see them in the smart Fifth Avenue shops, where they are being displayed as models for the fastidious customers to gaze upon and to buy. Lace veils and lace hats, following the popularity of lace in various forms during the Winter, will be a salient part of the Spring mode, and the Parisian modistes have sent us some of the most exquisite models made of this filmy fabric.

In evening gowns it is yet too early to describe the actual models created for this season's wear, and, since there is not to be any startling change in the accepted silhouette, one needs to see the completed gowns before one can really tell what are the essential changes.

As for fabrics for the latest Spring garments from Paris, the report is that many checks and plaids will be used, those for separate skirts and for suits. They say that many gowns will be made of two fabrics, one of them being a specimen of these new rather spectacular plaid designs. The French are using for trimmings and for portions of gowns and suits the new waxed fabrics which they call "cree". They have the effect of patent leather and, in the brighter colors, with their shiny waxed surfaces, they make wonderfully telling spots of trimming when used discreetly.

The tailormade that the French will sponsor this season will be strictly tailored in every particular. In their models, it is said, they are not allowing for any diversions from this hard and fast rule. It is a little hard to visualize because of the fact that a French dressmaker or tailor can never resist making a suit soft no matter how tailored it may be.

Result Of Illiteracy

A wholesale provision house, which prided itself on carrying out all orders correctly, received a letter from a customer complaining of the very poor quality of two lots of eggs. The reputation of the house for never making an error seemed to be at stake, but the manager found a way out of it. He wrote: "Gentlemen—We are sorry to hear that our consignment did not suit you. There was, however, no mistake on our part. We have looked up your original order and find that it reads as follows: Send quickly fifty boxes eggs. We want them bad."

Take No Reckless Chance

The ouija board may be all right as a means of communicating with the dead, but don't depend upon it for the help you need in fixing up your income tax report.

Flower Hat For Summer Wear



This attractive creation of Maria Guy, noted Parisian designer, was selected as one of the nine best hats exhibited at the recent show of the Retail

Millinery Association in New York. The large cloche is of jade fabric, flowers and grasses laid over the crown and falling loosely on the brim. It makes an attractive Summer headdress.

Ready For Immediate Use

If Woodrow is thinking seriously of trying for a third term, his campaign slogan is ready: "He kept us out of peace."

Why The Hurry?

Foolish people never put off till tomorrow the troubles they can borrow today.

ALL'S WELL THAT ENDS WELL.

A FANCY DRESS FRIENDSHIP.

"I WISH," said Helen, as she gave her hair a final pat, "that I could get hold of a really decent costume for tomorrow night. This Jazz affair is getting dreadfully tired. And every other girl in the room is wearing its twin sister."

A pretty rose-and-grey Pierette who was adjusting her right shoe nodded reflectively.

"M'm," she said, "but it is no good worrying. It's a bore not to have a platoon of them. I'll just look them over!" The two girls gazed fascinated at a woman who had just slipped off her cloak. She wore a delicious eighteenth century costume of mauve satin over a sprinkled petticoat. A white powdered wig set off her softly glowing face and a patch was perched naughtily in one dimple.

"Isn't she exquisite?" whispered Helen. "I think those old-fashioned things are enchanting!"

"—and original these days! Come along, Mabel, they're waiting for us."

It was a very depressed Helen who changed her shoes in the dressing-room after the dance. Her costume was rumpled and torn, and a large stain was visible on the front.

"I can't go to the 'Excelsior' in this tomorrow night," she confided to Mabel. "I'll have to tell Guy I've got a headache or something."

"Poor old girl!" sympathized her friend. "I've only this one fancy dress and I haven't a sou' in the world. Oh, I say, I was introduced to that lovely creature—she's a Mrs. Beauchamp. She's asked me to have tea at her flat tomorrow—here she is!"

The following afternoon Helen and Mabel were having tea with Mrs. Beauchamp. It was a charming room, and though the weather was warm, a small wood fire burned clearly in the grate.

Mrs. Beauchamp's appearance by daylight had given both girls something of a shock. Her frock was pretty, her complexion beautiful, but the lovely wig of the previous night had given place to her own hair, which was lank, dull and straight. Though she seemed young there was already more than one grey streak in her locks. She looked almost plain. "I'm glad you liked my frock," she smiled, in answer to a remark of Mabel's. "But it always depresses me so. I do wish I lived in the eighteenth century, or that wigs were the fashion now-days. I can't camouflage my horrid hair any way by daylight! Have another cake, Helen, they're real cream! Forgive me being frightfully rude, but could you tell me where you got your hair waved? Or is it natural? Because I was admiring it all the time at the dance."

Helen laughed.

"Can't afford to patronise hair-dressers," she answered. "and it isn't natural. No, I just use silmerine." She finished as if that explained everything. Mrs. Beauchamp knitted her brows. "Silmerine?" she inquired. "I'm afraid I'm very ignorant. What is it? Where do you get it?"

"One at a time," laughed Helen. "It is a rather nice smelling colourless liquid. You can get it from any chemist's. You just damp your hair with it, put in slides where you want the wave, and, voila, se curls."

"But that's too wonderful," exclaimed Mrs. Beauchamp. "Do you have to use it every day?"

"Oh, no—the effects last for some days. And the queer thing is that the more you use silmerine the less often you require it. It seems to coax the hair into natural waves that stay in of their own accord."

"If my hair weren't so odiously thin and streaky," said Mrs. Beauchamp, "I would rush out this minute and buy a bottle before I have another sandwich. But my grey locks would look too ridiculous in waves. Shall I buy a bottle of peroxide or Condy's fluid and turn my few remaining hairs a bright gold or red?"

"Mrs. Beauchamp," put in Helen, "I'm going to reveal a horrid secret. A little while ago I found some grey hairs on my own head. Mabel's fair; she won't go grey so soon. So I got a packet of L'Oréal and dissolved it in bay rum, and put it on the faded parts with a clean little brush. It was wonderful the way that it gradually brought back the color to my hair."

"How lovely!" exclaimed their hostess. "Yes, I really must try that. Tannin, like you said, didn't you? By the way, a lot of people I know are using boranum as a hair tonic, but so far I haven't tried it. Do either of you know if it's any good?"

"Any good?" queried the two girls. "Why, it's the only thing."

"I mix it with bay rum—" "You can use eau-de-cologne, I believe."

"It's the most priceless stuff."

"My hair's grown heaps thicker since I used it."

"Good gracious," interposed Mrs. Beauchamp. "I suppose I shall have to use it too. I'll put it down with the L'Oréal. What do you shampoo with?" she asked. "You're both got such glorious hair."

This time Mabel answered. "Oh, the usual."

"Stallax?" I don't seem to know it. Is it some special preparation?"

"I don't think so," replied Mabel. "It is quite ordinary stuff, I believe. You can buy it in 4-1b. tins from most chemists. But it makes the most lovely shampoo; it lathers gorgeously in any water and your hair dries quickly after it and looks so soft and bright. My own hair always gets so dry and brittle after a shampoo of any kind that I always massage my scalp with olive oil before washing it."

"That's awfully nice to know," said Mrs. Beauchamp. "Really, I'm most intensely grateful to you two girls. I've been envying your hair."

"And we've been envying your complexion," said Helen.

"I do wish I had nice pink cheeks like yours, and I don't like the idea of rouge."

"Powdered collodium," said Mrs. Beauchamp, in a dramatic whisper. "Just a trifle harmless—any chemist can use it for years. By the way, Helen, didn't you say something about wanting a fancy dress for the 'Excelsior' dance to-night? You wouldn't care to borrow my rig-out, I suppose? It's just your size, and I know it would suit you."

"Mrs. Beauchamp," said Helen, "you're one of the best."



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Health, Beauty And The Home

Vacuum Cleaners

By Mrs. Christine Frederick,
The Distinguished Authority on Household Efficiency.

AFTER almost every lecture women ask, "What vacuum cleaner do you recommend, Mrs. Frederick?" It is evidently a subject in which women are keenly interested, especially since so many of them are doing their own work and since sweeping with the old corn broom is so unsatisfactory.

Now I never "recommend" anything; but I am willing to tell why I think certain makes preferable or what are the good points of this and that cleaner and why. But the first thing to understand is the principle underlying all vacuum cleaning.

In the first place every vacuum cleaner operates on the principle of suction. This suction or withdrawal of air is so directed to the dirty carpet that dirt is pulled or sucked out of the fabric and conducted into what is called a "dust bag." No matter what the make, this principle of suction holds good. But what makes the suction? This is caused by some sort of "fan" which is operated by a motor or by a bellows operated by hand power. Now it follows that the strength of the suction depends on the strength or quality of the motor.

That is, if we have a motor of little power it will follow that we have little suction. The first thing for a prospective customer to notice is the motor of her vacuum cleaner. If possible select a motor made by a well-known firm which specializes in motor manufacture, even though the rest of the machine be assembled by another firm. And don't expect to buy a high-grade, efficient motor for too low a price. A good motor alone, whether for a sewing machine, a washer or a vacuum cleaner, will cost from \$15 to \$20 and up. In other words, the woman must not expect to get a "cheap" machine which will give good, permanent service.

We have said that the motor sucks up dust or such dirt as may be said to be almost microscopic unless taken in a mass or handful. However, on every carpet there will be found what we may call "threads," threads or pieces of waste which are not dust proper. Such threads cling to the carpet and cannot be removed even by vacuum cleaning. They have to be brushed off. Therefore the ideal cleaner is that which has a brush attachment or in which the suction is sufficiently powerful or so manipulated as to remove threads and waste as well as dust.

In the old days (which are really

not more than six years back) vacuum cleaners were made very heavy. The machine itself was heavy and the hose was almost as large as a street fire hose. But this kind of vacuum cleaner was soon found to be too heavy for the average woman to lift and move about. So has arisen the type called the "portable" cleaner, which is more like a mop handle fitted with a foot at its base.

In this type the parts are generally aluminum, which makes it much easier to lift and also much neater in appearance. The rubber hose is eliminated and the foot of the cleaner is pushed directly over the carpet, back and forth like a carpet sweeper, but with a slower motion. The current is transmitted through a heavy wire tubing, which is fitted with a plug and which may be attached to any electric light socket.

Speaking of sockets reminds me that there is now on the market what is called a "two-way plug." This enables the use of both a light bulb and a utility at the same time. In other words, it is not necessary to unscrew a bulb in order to attach a vacuum cleaner or other utility. Several of these two-way plugs would be useful in any home.

We spoke a moment ago of the strength of the motor. However, let me give a warning: It is not wise to purchase a cleaner with such a strong motor that it will remove the nap from the carpets as well as the dirt.

I have known of several cases where beautiful rugs were injured by the use of a too powerful cleaner. In my own experience I have found that what are commonly called "jute" rugs or "Japanese fibre" rugs must never be cleaned in this manner. The cross weaving is not securely woven in and a high-powered cleaner just sucks up the rug piece after piece, leaving only the canvas back. So, beware!

The best cleaners to-day are made with sets of attachments, and it is worth while for the woman to purchase such attachments at the time she buys her cleaner.

I don't know how it is, but many women seem quite crazy to buy "attachments" of some sort, such as for a sewing machine, and then never use a single one of them. I'm quite sure that this is true in regard to the average woman who pays for a tucker, a plaiter or other accessory, and I am afraid that the same is true of the woman who buys a vacuum cleaner set of tools. This contains a wall brush, a mattress tool, a floor polisher, a drape tool, etc. But there is no reason why such attachments cannot be made of real value.

During the annual house cleaning is the time to get 100 per cent out of a vacuum cleaner and its attachments. Why drag mattresses out into the yard and thrash them for an hour with a wire carpet beater when three times as much dust can be removed while the mattress rests quietly on the bed and the mattress cleaning tool is used on it? Why need one get up on a rickety stepladder and use one's hands to dislodge the dust from the door ledge when every particle can be removed by the use of the vacuum wall cleaning attachment?

Pillows, tufted cushions and all similar forms of padded and covered furnishings can be thoroughly cleaned in a short while by the use of a vacuum cleaner. Bookcases, ornaments and all kinds of grill work can be thoroughly cleaned only by the vacuum method. I never knew what it was to have a thoroughly clean typewriter until I had used a vacuum cleaner on the bottom of it. The result was marvelous.

The old idea of cleaning was merely the scattering of dust, while the new idea is absorption. When we use the old corn broom we never really remove the dust from the room at all. We merely beat it out of the floor covering into the air, from which it falls for us to remove again. The result is what we might call a vicious circle.

"The setting of a pair of beautiful eyes are almost as important as the eyes themselves."

Photograph Posed by MISS GRACE DARLING at CAMPBELL STUDIO

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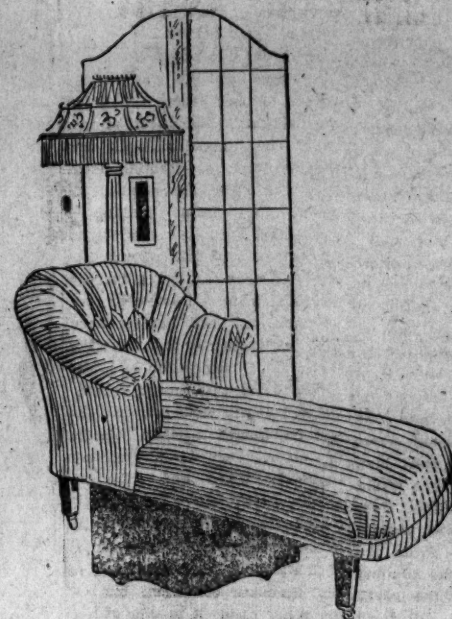
The vacuum cleaner stands at the head of the list of all utilities of the absorptive type of cleaning. For the woman who does her own work there is unquestionably no other one piece of equipment of such every-day value. A room which is vacuum cleaned stays clean for longer than the room swept with a corn broom, even when perfectly swept. To-day our standards of cleanliness are higher, and what was considered clean even a few years ago does not meet with the demands of the modern housewife.

Stop, look—and purchase the best make of cleaner that your purse affords, and rest assured that your household tasks will be easier.

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Beauty's Question Box

WHAT can I do to make my oily skin look dry?—CONSTANT READER.

Avoid vanishing creams or cosmetics of any kind, except a little powder occasionally. Cold cream can be used with a facial massage once a week, but not any often. To overcome that excessive oiliness bathe the skin frequently with a simple camphor water lotion, which is astringent in its effect and will minimize the sebaceous secretion by contracting the glands and other vessels containing it. Avoid the use of glycerine when the skin is oily. Rosewater is good and so also is the following preparation:

Bicarbonate of soda.....1 ounce
Powdered orris root.....1/2 ounce
Pulverized spermaceti.....1/2 dram

WHAT will cure painful toenails?—K. C. R.

Stop wearing shoes that cause any undue pressure over this region. The rubbing of an ill-fitting shoe will create more painful granulations, and ingrowing toenails than anything else. Bathe the feet nightly in hot water and then apply a good antiseptic lotion to the nails. Pare them carefully and keep a piece of absorbent cotton under the corner of the nail until the ingrowing tendency is cured. Cutting a V-shaped piece out of the centre of the edge of the nail will also help to remedy this condition.

How to Make Lemon Pie

EVERY housekeeper knows that a lemon pie may be a failure or a success according to the method of making.

Have you ever had the experience of baking a lemon pie and having the filling become thinner the longer it baked? This may occur if the main thickening agent is cornstarch or flour instead of eggs. The reason is this: The acid of the lemon with the heat changes the starch to sugar. To prevent this, do not add the lemon to the filling until you have finished cooking the filling. Place the filling in a baked crust. In other words, do not add the lemon to the filling and then cook for any great length of time.

The following method of combining ingredients for a lemon pie will bring good results, says a writer in American Cookery:

Mix cornstarch and cold water and add to boiling water. Cook in double boiler until transparent. Mix the sugar and butter and add to the cornstarch mixture. Mix lemon juice and yolks of eggs, add to mixture and remove from fire. Place filling in baked crust. Cover with meringue and brown in oven.

To make a "one-crust pie" stretch the pastry over the outside of the pie plate and press the edges firmly against the edge of the plate. Prick the centre of the crust with a fork.

The baked crust will be of the desired shape and can be easily removed from the pie plate and put on a large plate or platter ready for the filling.

The above method is very simple and will save the housewife the disappointment of the shrunken and misshapen one-crust pie.

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By Berndt



Rodin Model Used As Verdun Symbol

Rejected Design Emblematic Of France's Defense In 1871 Is Put To New Use

Paris, April 2.—Though Rodin is dead, another Rodin statuette group is to be given to the world. Its history is curious. It was designed to commemorate the defense of Paris and the tragic defeat of 1871, but the finished work, which was sent today to the founders, will commemorate the most glorious of all French victories in the world war—Verdun.

Considerable controversy has raged about the propriety of this transformation. It was in 1882, when the famous sculptor designed the model which was submitted in competition for a monument of defense. His originality and genius were then, however, new and too startling, and a more conventional model received the award.

Rodin's model lay neglected in his studio. It was a Dutchman who remembered it, and after the victory of Verdun a committee was formed in Holland which subscribed money to have a reproduction of the model made on a large scale to commemorate this other defense.

There arose among French artists the criticism that the group which had been designed to represent a defense which was a defeat could not be adequate for a defense which was a victory. Stanislas Lami, Bartholome and others supported this view and wished the project to be canceled, but Beneditte, the executor of Rodin and guardian of the museum of his works, gave his consent, and the work has been done by Rene le Bosse, with the counsel and advice of Rodin himself in the last months before his death.

The group represents the nude figure of a man in Rodin style, leaping on a broken sword with his head thrown back and exhaustion in every line and muscle. Behind the figure, towering over it, is that of a winged female form with arms outstretched and mouth wide open, which represents France arousing her defenders and encouraging them to one last great effort.

In both faces there is shown agony, endurance and desperate courage. In such a detail as the falling tip of the broken wing of the female figure, is all evidence that the work, though not Rodin's own, in all its execution is his inspiration and design.

British Hotel Bill In Paris £503,388

Government Accused Of Reckless Extravagance In Caring For Its Peace Delegation

London, March 26 (Correspondence of The Associated Press).—Charges that the Government indulged in reckless extravagance at the Peace Conference in Paris have been made in connection with its bill of £503,388 for expenses of the British delegation.

When the bill was presented in the House of Commons recently, Sir Alfred Mond, First Commissioner of Works, was sharply questioned as to whether his bill for hotels in Paris covered the cost of champagne, food and dances. He replied that his department was not responsible for the payment of bills for food, clothing or typewriters, dances or bands.

One member of the House indignantly declared it would have been better for the British delegates to go to bed to think over the Peace Conference than to indulge in such relaxations; but if they had to have recreation they ought to pay for it out of their own pockets.

Captain Wilson accused the Government of having maintained "huge staffs in Paris hotels." The Government representative admitted that the British had five hotels and three other temporary abodes, while the Americans had only one hotel; but, he declared, the Americans spent more money. The House indulged in ironic cheers when Sir Alfred Mond said the Government "did the thing well."

The total staff of the British delegation was 524.

Cash Value Of Fiancee Higher

Breach Of Promise Damages And Superfluous Women In Suit

London, March 13.—Should higher damages be awarded in breach of promise actions in view of the present higher proportion of women to men?

This point was raised in a breach of promise case remitted to the Under-Sheriff at the Middlesex Guildhall yesterday, for the assessment of damages.

What chance had the lady of getting married now compared with 1914, when she entered on her courtship and 1917, when she was engaged to the defendant? asked counsel. They all knew of the unfortunate and terrible incidents of the war, and that there had been lately a controversy throughout the length and breadth of the country concerning what had been called ungenerously "superfluous women."

Plaintiff had been thrown back into the ranks of the women who were unmarried, and in assessing damages the jury were entitled to take that into consideration. Counsel for the defendant suggested that in 1920 actions for

breach of promise were obsolete and an anachronism now that women had been placed on an equality with men.

The Under-Sheriff said it had been stated on authority that there were many more women than men, and if there had been a promise of marriage that fact rather aggravated the breach of it.

The plaintiff, Miss Harriet Ann Shaw, a dressmaker, of Latimer-road, North Kensington, was awarded £150 damages against William Sykes Lazenby, a post-office clerk, of Wakefield.

De Valera Home Raided By Police

Searching For The Countess Markievicz, Is Claim After Entry

Dublin, March 13.—The residence of Mr. De Valera, M.P., the Sinn Fein leader now in America, at Greystones, was visited this morning by about a dozen policemen.

They informed Mrs. De Valera that they were looking for the Countess Markievicz, M.P. It is stated that the reason the

police had for believing the "Red Countess" was in the house, was that they mistook for her a cousin of Mrs. De Valera, who arrived from London on Wednesday.

PARIS CHAUFFEURS POLITE

Public's Strike Against High Taxi Fares Has Marked Effect

Paris, March 20.—The refusal of the public to use taxicabs at the increased tariff has had an effect bordering on the miraculous—taxicab drivers have become polite. Their rudeness was proverbial and it had become almost a subject of pride to Parisians.

New stories of the capacity or insolence of "ces bandits" were welcomed by the press and society.

Then came the doubling of prices and the strike, as unprecedented as it was unanimous, of the patrons of taxicabs. Today the Chauffeurs' Syndicate has placarded the city with an appeal to the Parisian public entitled "Misunderstanding." It blames the increase on "the American oil trust," which, it says, has raised the price of gasoline tenfold, and tries to convince former patrons that on a short trip the new tariff is not really much higher, after all, than the old.

But it is not this cry of distress

that is the subject of congratulation for Parisians.

"At dinner time I was hailed by three taxis simultaneously," says one man.

"I asked him to drive me from the Opera to the Porte d'Orleans (a distance equivalent to that from Times Square to the Harlem River), and he replied, 'With pleasure, Monsieur.' I gave him a five-sou tip on a ten-franc fare, and he said: 'A thousand thanks.'"

Such are the stories Parisians tell one another with delight, still half incredulous. Indeed, it is to be feared that people will again take taxicabs just to enjoy such fruits of victory and that the strike will fall in consequence of its great success.



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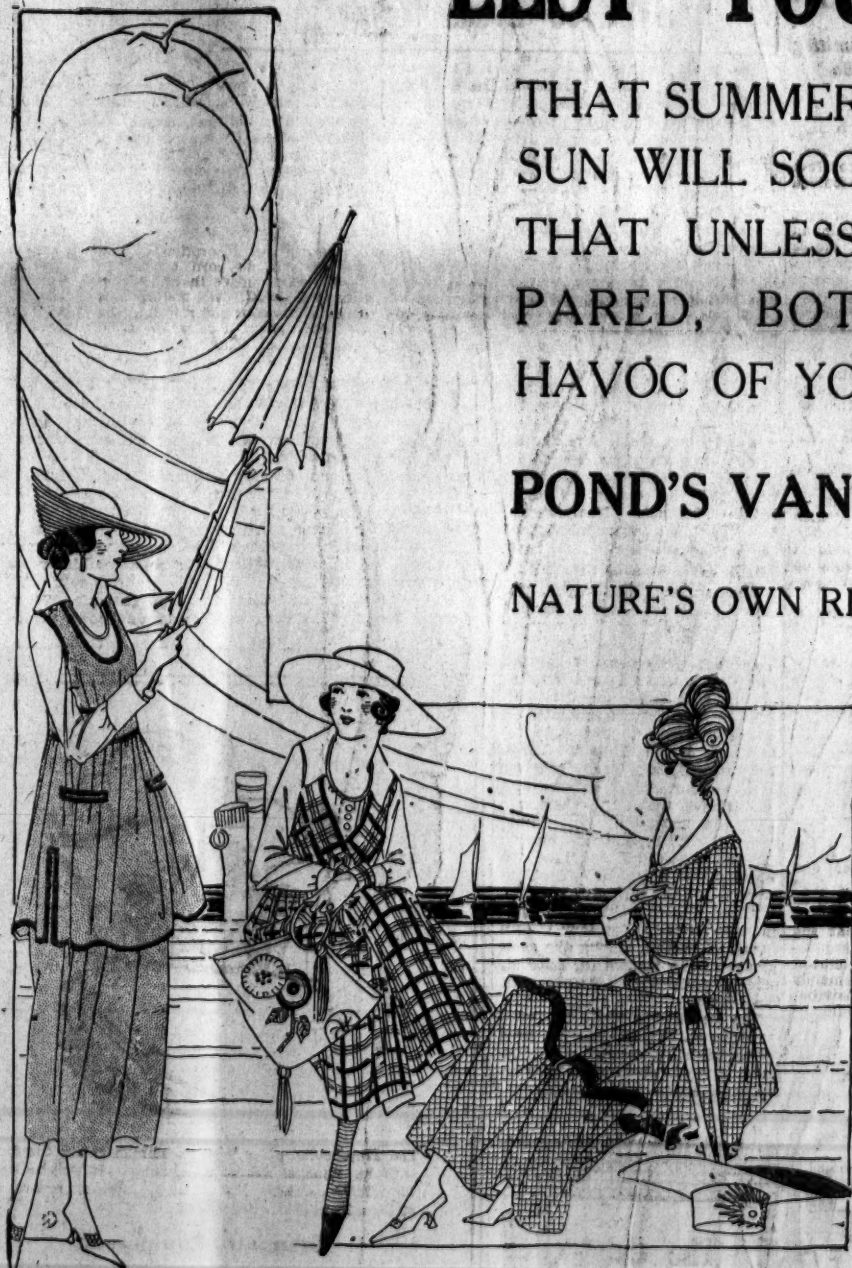
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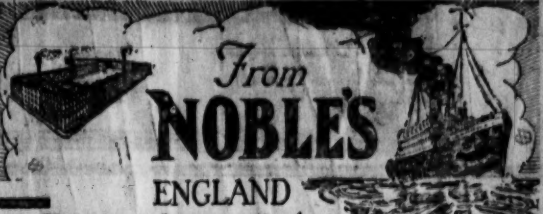
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AUTOMOBILES

SHANGHAI, SUNDAY, MAY 2, 1920

REGULATE SPARK AND CUT EXPENSE

Owners Should Understand
To Use Important Lever
On Wheel

The average motorist is apt to regard the car's electrical system as a subject for individuals of high mentality and assume that without a prolonged technical education he has no chance to comprehend its mysteries.

When car owners understand the principles of the electrical apparatus and the proper care of its important units and parts they will find that it is not hard nor difficult. What is more, they usually develop a pride in being able to keep their car in first class condition and in rendering "first aid" without having to depend upon mechanics.

SPARK CONTROL LEVER

One of the most abused and misunderstood parts on an automobile is the spark control lever. The amateur driver retards the spark when starting his car and moves it upward when the engine starts running. Why? Simply because he has been told to do so. That it should be adjusted according to speed and road conditions, or even moved at all, once the engine is started, is beyond his comprehension. He knows, of course, that this lever controls the spark and the spark explodes the firing mixture in the cylinders, but just why it should be advanced or retarded is something which most motorists do not understand.

To know that economy, safety in starting and numerous other things depend upon its proper use should stimulate the car driver to familiarize himself with at least a slight working knowledge of the electrical system.

In ordinary driving the position of the spark lever need not be changed except for unusual road conditions after it is once set to run through a considerable range of speed. This condition is best found by the driver adjusting and experimenting with the particular range adapted to his type of car.

DON'T RUSH THE HILL

In going up a heavy grade nine out of ten drivers "rush" their car because they do not want to shift the gears. True, it is nice to skim over the top of a steep hill, but just how long will your engine stand for this abuse before it begins to voice its disgust in knocks and rattles? Just how much rubber has been chewed from the tires as they obtained traction for that rush? And how much gasoline was consumed in the getaway?

KNOCK ON THE GRADE

The "knock" from an engine laboring up hill is due to the fact that the spark occurs on the compression stroke and the explosion meeting the piston tries to force it back, thus producing a sharp metallic thump. This "knock" would not occur on a level road unless the car was loaded, for the crankshaft is turning so rapidly that the piston has time to pass dead center and start on the down stroke by the time the pressure of the explosion is effective. At all times the spark should be kept as far advanced as possible without causing the engine to "knock," for a low spark tends to overheat and carbonize the engine.

Get acquainted with the sound of your engine. Determine the point of spark advance which is most efficient and economical. By so doing you will obtain greater power at a less cost per mile.

SOLVE HOUSING PROBLEM

So successful has been the plan of solving the housing situation in Akron for its employees, as inaugurated by The Goodyear Tire and Rubber Company, that many large industrial concerns from other cities daily are making inquiry as to the details of the plan. Recently H. E. Freeman, treasurer of the Robbins and Myers Company of Springfield, Ohio, that city's largest manufacturing concern, visited the Goodyear Company with H. S. Kinsell, prominent Springfield real estate operator, for the purpose of studying the Goodyear plan. Following a tour of inspection of Goodyear Heights they returned to Springfield with complete data as to the Goodyear plan of building houses for its employees, and made a report which resulted in the Robbins and Myers Company purchasing what is known as the Warder Park division, where a residence subdivision similar to Goodyear Heights will be established. The Goodyear plan will be very closely patterned in all details.

INDOOR SPORTS



By Tad



Gasoline Demand Far Exceeds Supply And Prices Soar

Profiteering Sub-Committee
Recommends Price Be
Fixed In Britain

Some further details of the report of the Profiteering Sub-Committee on the price of motor fuel are given in a despatch received in Shanghai.

It declares that the present high prices are due to demand outstripping supply. It states that the average cost of production of petrol should not exceed 150s. a ton and it therefore maintains that the present price of 400s. reveals a grossly excessive profit.

The report recommends that the whole question of the production, price and distribution of motor fuel should engage the attention of the League of Nations or be made the subject of an international agreement.

It strongly emphasizes that on the expiry in 1922 of the existing contracts binding the Anglo-Persian Oil Company in which the British Government holds the controlling interest, steps should be taken to ensure a reasonable price in Great Britain, irrespective of other countries.

Referring to the cost of transport the report points out that the rate between the South Atlantic and the United Kingdom before the war was 10s. a ton, now it is 220s. Between the Persian Gulf and the United Kingdom it was 36s. before the war and is 308s. now, and between Borneo and the United Kingdom 46s. 6d. before the war and 410s. now.

The report expresses the opinion that a fair average rate could not exceed 100s. even for Gulf ports.

The report recommends fixing the retail price of number one petrol at 14½d. per gallon. The report describes the situation as alarming. The Sub-Committee is strongly of the opinion that the ultimate solution is the production of home or Empire-produced power alcohol. It recommends that the production and distribution of power alcohol should be under Government control. The committee also suggests a tax on motor fuel, as more equitable than a tax on motor-cars.

Trans-America Motor Convoy Trip Aids Good Roads Movement

The 290 officers and men of the United States Motor Transport Convoy to the far western parts of the United States of America count improved and new bridges among their gains from the convoy's pioneer expedition from Washington, D. C. to San Francisco. The nations gain is a remarkable awakening of interest in good roads.

Through the Rocky Mountains, the army train knew no days of easy riding. The road conditions were the worst in years because of the unprecedented dry spell. It took a lot of hard driving and a great deal of splendid direction by the officers in charge to maintain the average of 60 miles a day for the heavy trucks for there were some weighing fourteen tons with loads. For their passage across streams, the army engineer company with the convoy had to rebuild 65 bridges. Fourteen of these bridges were rebuilt one day of the journey.

THERE OVERLAND SCOUTS

Starting from Washington, the motor transport corps reached San Francisco in just two months. There a milestone was unveiled to mark the achievement of the first motor transport convoy to attempt a trans-continental trip.

To each map was presented a medal approved by the War Department of the United States. An unusual honor and courtesy came to four civilian drivers who made the entire trip. These men were the drivers of the "path-finding" Willys-Knight touring car and the three Overland 4s which served as the scout publicity cars of the convoy. Colonel McClure, the expeditionary commander, included the four Willys-Overland drivers among the recipients of the medals for faithful, efficient and untiring service with the convoy.

The record was made by Overland 4s on the trip is considered remarkable. Overland 4 is the new type of car which is now be-

ing introduced all over the world. Its distinctive feature is a new three point spring suspension. These scout cars excited public interest everywhere along the route. They covered nearly 3,000 miles more of road than did the trucks, preceding the convoy from town to town and exploring various side routes. The new spring suspension was given the hardest possible test in actual army transport service. Army officers and others who rode in them were enthusiastic in praise of the comfort and ease of riding and the road-covering ability of the new cars.

It is interesting to note that these Overland 4s and the Willys-Knight completed the trans-continental journey without necessity for repairs. How well the cars performed may be judged from this record kept by Major H. S. Cooper. His report read:

"Overland 4s and Willys-Knight completed transcontinental trip with clear records. Willys-Knight covered 4,132 miles with but two punctures. Overland 4 Sedan covered 4,367 miles with

but two tire changes. Driver Schell in Overland 4 touring made 4,743 miles with six tire changes. Driver Brown in Overland 4 touring covered 5,055 miles with only three tire changes."

NEW SPRING ARRANGEMENT

Dr. S. M. Johnson was the official lecturer of the convoy. He made addresses at all stops on the need and importance of good roads; he assisted in the recruiting campaign which was part of the work of the convoy. Dr. Johnson rode in the Overland 4 Sedan. Writing to the Lincoln Highway Association, which is the foremost exponent of the Good Roads movement in the United States, Dr. Johnson said:

"I found the Overland 4 Sedan so suited to my needs that I rode in it from choice all the way. It must be the new spring arrangement; but even where the roads were rough, I came to the night stops without fatigue. The car is a marvel of ease and comfort."

"Only once did the car stop except by own volition. We tried to run around the trucks on a dirt road too highly crowned and slippery from rain. We slid into a deep gutter. We obtained a spade, dug down to dry earth for

traction and went out on our own power."

At Sacramento, capital of the state of California, the motor convoy was met by Governor Stephens of California and a distinguished group of army officers. The officers and men of the convoy were the guests that night at a great dinner. The beautiful souvenir booklet and invitations were delivered to the convoy by airplane, a Curtis JN plane making the trip from Sacramento to meet the convoy and drop the mailbag of invitations.

A large shipment of the new "Mystery Overland 4s" has been ordered by the Central Garage and the new cars are expected here shortly.

GARFORD'S NEW BUILDING

Garford Motor Truck Company of Lima, O., will shortly erect a twelve-story building containing 25,000 square feet of floor space in Long Island City, N. Y. It is said that the company has already purchased a site measuring 200 by 170 feet.

Great Variation In Gas Disclosed By Marmon Tests

The degree of thoroughness with which a modern automobile factory tests out every conceivable condition under which its car may be called upon to operate is rarely appreciated by the average motorist. There is, of course, a wide difference in operating a car in midsummer in Arizona, for example, and in Maine in mid-winter, yet the same model of car is expected to function properly under both conditions.

"The way in which the Marmon factory tested out the carbureting system of the post-war Marmon furnishes a good example of the thoroughness with which modern motor car engineers investigate every angle of every function of the various parts of the car," declares H. S. Honigsberg, Marmon distributor.

"Realizing that gasoline might be one thing in Indiana, and quite another in Ohio or New York or California, the Marmon department of research and experiment obtained samples of fuel from a dozen different Marmon dealers all over the United States. Each was requested to send four re-

presentative samples of what passed for gasoline in his territory. Then the factory experts got busy and analysed them all.

"As might be expected, they found an 'impossible' variance. Some parts of the country sent in fairly good gasoline—others could be more properly termed kerosene. The weight of the samples varied from 6.13 pounds to the gallon up to 6.39. There was wide difference, too, in the samples from the same sections. From a Western section, for example, 95 percent of one sample was distilled at 338 degrees, while 336 degrees was required to accomplish the same result with another.

"The tabulated results showed that it is very difficult to establish one carburetor setting which will yield equal performance in all parts of the country. The tests, however, did enable the Marmon engineers to establish an average setting which efficiently meets the needs of the abnormally uneven grades of gasoline on the market.

"Other results from their investigations included a special type of carburetor and a water-jacketed intake manifold. To make sure this was backed up well a hot ring, superheated by the exhaust was added. As the consequence the Marmon is able to handle fuel of low grade and to do it with flexibility and quick acceleration."

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Shanghai

Tying Farm To City Is Object Of Activities Of Motor Truck Men

With the agitation that is going on at present in China for better highways and the rapid increase in the use of motor trucks in the Far East, the following article from Motor is particularly timely in Shanghai.

By F. W. FENN

(Secretary of the Motor Truck
Committee National Automobile
Chamber of Commerce)

Civilization, prosperity and progress have always followed in the pathway laid down and worn smooth by some form or mode of transportation. Without transportation civilization could not exist, or at least could not advance, for it is the natural law that it must advance or lie forever buried and stagnant in its own limited environment. To be healthy and strong all communities must be bound together by that indispensable tie called transportation.

Why? Because no one community can produce everything it needs and desires, nor can it rise above its own narrow surroundings and grow unless it can have free and uninterrupted intercourse, not only with adjacent groups of people, but with far-distant points. The natural resources which have been basic for our existence are widely scattered and deeply hidden. They were so distributed as to form the very foundation of life of various types and races of people, while climatic conditions made possible the development of the things we need for food.

It did not take the human mind long to find that it needed, for consumption, the products of other lands and races. Take, for instance, rubber, coffee, copper and various types of lumber and mineral deposits, and we have only a beginning of a long list of the things we need for existence. But in between production and consumption comes the necessity of the power of transportation—the act of shifting and moving the things of which we have an over-supply and which we do not need, to points where they are needed. This has brought about commerce, trade, development, expansion. Were these unknown the oceans of this planet would be unexplored, the railroad would be unknown, and our continents would still be inhabited by little groups and tribes of primitive people.

DIVISION OF LABOR
Reviewing rapidly our own history, we find the founding of Jacksonville, the settlement of Jamestown, the landing of the Puritans in Massachusetts, the purchase of Manhattan by Peter Minuit from the Indians, and other settlements, which sprang up because the earth promised to yield them a better living than they had been used to. Soon the original thirteen states are formed, largely because of a greater interdependence and greater division of labor.

Every one is familiar with the early developments of our rivers, canals and railways and nothing further need be said about them. For a time they sufficed, but we now find that our country has grown beyond the power of these systems to serve. New and increasing demands upon our resources and the surplus things we have for sale are calling into service a new form of transportation, the motor truck.

When one realizes that the railroad mileage of the United States is 253,626, and that we have 2,478,552 miles of rural highways with 299,135 miles of surfaced highways, the question "Are we giving transportation service to all of our people?" might well be asked. We know that we are not and we know we have arrived at a point and time where railroad mileage has nearly reached its physical limit and that other means must be employed if we are to reach out into the highlands and lowlands of our country, and into sparsely settled sections bringing into production through cultivation the wealth which lies buried in the soil.

RURAL HIGHWAY
Think of 2 1/2 millions of miles of rural highways against 253,626 miles of railways. Are we awake to our opportunities? Are we developing up to the demands of our people and of the world? The war taught us to use the motor truck and our highways; has taught us to build better highways. The fact that we have at last formed our transportation system on trinitarian lines tells us that we

are awake. Events of the past two years prove it. What is motor transportation doing and how is it performing? A short time ago C. A. Morse, Assistant Director of Operation in charge of engineering and maintenance of the United States Railroad Administration stated that "The perfection of the motor truck and tractor, together with the universal use of the automobile has introduced a new element into the transportation problem that should be taken into consideration at this time, while studying the reorganization of the whole transportation question."

"Good roads are demanded for the use of the automobile, and a study should be made to see what additional expense would be necessary to so construct them that they would serve for motor trucks and tractors. Where heretofore development of the country for 50 miles either side of a trunk line of railroad has required the construction of light branch lines, it is a question to be seriously considered whether this policy should be continued or whether good wagon roads should be constructed and the products of farms and passenger travel should not be handled by motor trucks and automobiles to the main line. Taken alone or considered as a unit, practically none of these small branch lines pays expenses, but as gatherers of freight and passengers to increase density of traffic on the main lines they are sources of profit. As, however, the traffic gathered by them is turned over to the main line with a deficit attached which has to be overcome during the main line movement before any profit is made, it would be a decided advantage if this traffic could be delivered to the trunk line by means of the motor truck, tractor and automobile without this bill of expense attached."

THE SHORT HAUL

The short haul has always been a hard problem for the railroad to solve. Often the delivery of a consignment of fruit over the last fifty miles of its journey will entail a greater expense than bringing it half way across the continent.

With the coming of the electric railway, which occurred only a few years ago, we thought that we had solved the short haul, but increased costs of operation, maintenance, equipment, and right of way, and construction of power houses are slowly but surely spelling "finish" for this form of service.

The motor truck, just now,

seems to be the panacea for short-haul ills, but there are dangers that many who have gone into the business seem not to have foreseen. The failure of railroads to keep pace with the expansion of the short-haul business, the development of the producing areas adjoining the larger cities in proportion to the production demands asked of them, have popularized the motor truck method of moving all kinds of freight to market. Finesses in motor transportation have made mistakes which should teach valuable lessons to their successors. For example, too many ambitious men buy their trucks first and then study local conditions and the prospects for the development of a profitable and permanent hauling business in their communities. They neglect to inventory such essential matters as the volume of freight produced along the contemplated routes, the volume of miscellaneous hauling supplementary to regular loads, the competition of other carriers, and the character of the highways over which the trucks must run. For successful operation a reasonably dependable tonnage is essential throughout the year.

A RICH FIELD

Regions devoted to truck farming or dairying provide rich fields for motor truck operation. Consideration should be given to the nature of the products to be hauled, as low-priced, bulky staples may not stand the transportation charges necessary to maintain a route. For illustration, it is unlikely that hay can be transported by motor truck, except under unusual conditions. Perishables cannot stand the motor truck tariff if the transportation service to market is speedier than the customary means of transportation. Such commodities as cream, milk and eggs, which are high in price compared to bulk, may bear a reasonably high transportation charge if satisfactory transportation is offered. The back haul, or return trip which often is made without a load, an extravagant practice which truckmen should strive to avoid.

It is important that the operator of a motor express line should realize that he is as much a merchant as if he were selling tangible commodities. The only difference is that he sells—transportation.

LINES DEVELOPED

It will be interesting to examine the development of a typical motor transport line. This line, known as Interurban Motor Express, operates out of Sioux City, Iowa. It started with one motor truck a little over a year and a half ago

and has now grown to where it is using twelve and is again adding to its equipment. The company has made a remarkable showing in the hauling of livestock into the stockyards at Sioux City, from the farms in Plymouth and Woodbury Counties, Iowa, and Union County, Nebraska. Hog haulage by the farmers of Western Iowa into the stockyards at Sioux City, as shown by the Stockyards Company, are reaching enormous proportions. It is stated that hogs received at this point during January, February and March, 1917, totaled 9,655. For a similar period in 1918 this had increased to 13,750, while for a similar period of 1919 the amount had jumped to 26,195. The Traffic Manager of the Sioux City stockyards, in a report just sent in, states that the figures for this year will probably be more than 50,000.

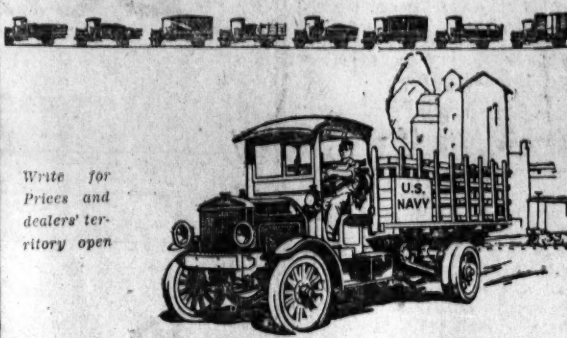
To operate a motor truck line in California a franchise must be obtained from the State Railroad Commission. Motor transportation is regulated by the Commission in the same manner as are the railways of the state.

As an illustration of the prominent place it occupies in that state two instances are given

where franchises were granted to highway transport companies in the face of protests filed by the Southern Pacific Railroad and the American Railway Express against the granting of such a franchise to the Santa Barbara Motor Express designed to operate between Los Angeles, Santa Barbara, Santa Paula and Ventura and another line formed to operate between Santa Paula, Ventura, Santa Barbara and intermediate points.

One thing is certain the motor truck tapping new fields, bringing its load from door to door, conserving time and eliminating wasteful labor, will be a factor in reducing the high cost of living, while the motor bus giving quicker passenger service will increase real estate values in our cities.

The advance made by motor transportation during the past two years have been very rapid. No one can foretell what it will do in the next few years, but if you were to ask me "What will its future be?" I would say—"It will outlive the coming and the development of the telephone, and of the railways, because of its ability to penetrate into every phase of our commercial life, and it will act as a stimulant to our agricultural and industrial activities."



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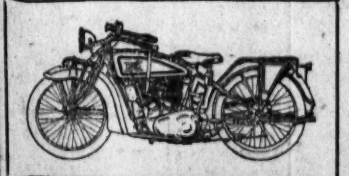
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We have constantly claimed the supremacy of the EXCELSIOR MOTORCYCLE in Speed, Power, Endurance and Economy, and our claims are fully upheld by the World's Records as officially announced by the Competition Committee of the Federation of American Motorcyclists.

No world's speed records were broken in 1916, and few in 1917, and it is a remarkable fact that out of six competitive World's Records established in 1916, all of which still remain unbroken, five were made on EXCELSIOR MOTORCYCLES.

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HARE'S MOTOR CORP. IS NEWEST COMBINE

Will Control Manufacture And Distribution Of Locomobile, Simplex And Mercer

Announcement is made by Emilen S. Hare, former vice-president of the Packard Motor Car Company of Detroit, of the organization of Hare's Motors as an operating company to control jointly the Locomobile, the Mercer and the Simplex automobile companies.

Immediate increase in the output of the present factories will be one of the results of the plan of joint control with strict adherence to high quality standards; and the development of additional transportation units, passenger and truck, will follow.

Former Packard executives are in charge of the operating company supported by the existing organizations of the Locomobile, Mercer and Simplex plants.

Hare's Motors has been organized not merely to centralize control and to direct production and distribution of the factories thus brought together. This action is simply the first step in a new plan of supplying superior transportation service. The idea of the company is now as it involves an interesting quality-quantity conception; and its scope will be wide, embracing the entire passenger car and motor truck field.

Mr. Hare summarizes the broad general program of the enterprise in these words:

"Briefly our organization is dedicated to a new principle of building. The purpose is to supply automotive passenger and freight transportation of the highest quality and to make the sort of transportation available to the greatest possible number of users through quantity engineering, production, distribution and maintenance methods, combined with maximum efficiency.

"We regard our business in the light of transportation service. The automobile industry is really a part of the transportation industry—the largest and most important industry in the world today. Automotive transportation has now become the greatest single factor of this industry. It is no longer sufficient to merely produce and sell motor cars and trucks. Today's demand is for transportation service and this is what must be supplied.

"Each car or truck unit produced under Hare's Motors management must be designed to fill a definite field of automotive transportation—it must be manufactured by quantity efficiency methods to secure maximum production economy—it must be correctly applied in the field for which it was designed, through analysis of the individual transportation problems of that field—and it must be so maintained, not only as to mechanical efficiency but also as to application efficiency, that it will continue to deliver the full measure of service for which it was designed, manufactured and applied.

"When that point is reached when the production of one more car or one more truck would entail the impairment in any degree of the quality of the product, that extra car shall not be made.

"In the realm of quality car conditions and policies have been such as to restrict the output of the few factories devoted to this class of car to such modest numbers that only a small group of owners has been served. The constantly growing demand of the American public for merit in all products is reflected in the increasing call for the best in transportation. A greatly increased volume of the best automobiles produced under an efficient quality-quantity program therefore will find a market ready to absorb them for years to come.

"In the entire motor car field, both passenger and freight, the manufacturer too often has imposed his will upon the buyer. He has carried his ideas of an automotive unit into realization, then placed them before the public. This is putting the cart before the horse. Real service is to be provided only by analyzing the requirements of the consumer, then building a unit suitable for his particular needs, and for the rendering of this service the skill of the combined engineering forces of the new allied companies is available. It is the aim of Hare's Motors to provide a unit for every transportation purpose.

"Co-ordination of the work of men long experienced in the problems of giving to the public the highest quality of vehicles will make for very high efficiency."

The personnel of Hare's Motors will include: President, Emilen S. Hare; also president of the Locomobile Company, Mercer Motors Company and Simplex Automobile Company Inc.; formerly vice-president of Packard Motor Car Company of Detroit and president of Packard Motor Car Company of New York. Vice-president in charge of engineering development, P. D. Church, formerly chief engineer truck division Packard Motor Car Company, Detroit. Vice-president in charge of production, O. E. Hunt, also vice-president of Locomobile Company, Mercer Motor Company and Simplex Automobile Company, Inc.; formerly chief engineer motor division Packard Motor Car Company, Detroit. Vice-president in charge of distribution, maintenance and advertising, Henry Lansdale, former-

ly general carriage sales manager Packard Motor Car Company, Detroit. Vice-president and consulting engineer, A. L. Riker, formerly vice-president and chief engineer the Locomobile Company of America. Secretary and treasurer, P. R. Hickman, also secretary and treasurer of the Locomobile Company, Mercer Motors Company and Simplex Automobile Company, Inc., formerly treasurer of the Locomobile Company of America. General distribution manager, E. A. Travis, formerly general sales manager the Locomobile Company of America.

General maintenance manager, P. Van Z. Lane, formerly general transportation engineer Packard Motor Car Company, Detroit. General advertising manager, J. A. Kingman, formerly general advertising manager the Locomobile Company of America. Distribution manager Mercer division, P. W. Hine, formerly assistant general sales manager the Locomobile Company of America. Export manager, E. J. Ross, Jr., formerly manager Government division, the Locomobile Company of America.

All matters of general administration, engineering development, major finance, financial and accounting relations with distributors and branches, distribution, maintenance and advertising will be handled by Hare's Motors with executive offices at 16 West Fifty-first Street, New York City.

The Locomobile Company, Mercer Motors Company and Simplex Automobile Company, Inc., will retain their respective identities as individual corporations. The Locomobile and Mercer plants will be operated solely as manufacturing establishments, in that the departments of engineering, distribution, maintenance and advertising will be removed and operated as departments of Hare's Motors.

The factories will be directed by: Mercer Motors Company, manager C. L. Guyman, formerly manager Government department, Packard Motor Car Company, Detroit. The Locomobile Company, manager H. H. Edge, formerly general works manager, The Locomobile Company of America.

H. B. Clark will continue as manager of the Metropolitan station of the Simplex Automobile Company, Inc.

The personnel of Hare's Motors will outline the policies and operating plans for the Mercer and Locomobile companies, the organizations of which remain intact.

The result of this new arrangement already is expressed in activities tending to increase pro-

duction, with even greater quality. No secret is made that material increase of the output of both Locomobile and Mercer is assured for 1920. Mercer, in Trenton, is working to a schedule four times that of the greatest production year in its history. Similar effort prevails in the Locomobile company's expanding plant in Bridgeport.

The steps by which the present organization was affected are:

Last October Mercer Motors Company acquired the property of the Mercer Automobile Company.

In December the Locomobile Company was organized to take over the property of the Locomobile Company of America, Mercer Motors receiving at that time a substantial interest in the Locomobile Company.

In January the Mercer Motors Company absorbed the Simplex Automobile Company, manufacturer of the Simplex and the Crane-Simplex cars.

Hare's Motors then was organized, owned jointly by the Locomobile Company and the Mercer Motors Company. Now Hare's Motors takes charge of the Locomobile Company, Mercer Motors Company and Simplex Automobile Company, Inc.

Definite assurance is given by Mr. Hare that the present models of both Locomobile and Mercer will be continued, an assurance of more than passing sentimentality to the lovers of the best the motor world has produced.

Small Size Tires Popular In America

Statistics compiled by automobile clubs and chambers of commerce in the United States show that 58 percent of the 7,000,000 automobiles in the country use small size tires, ranging from three to three and a half inches tread on 30 inch tires.

To meet the demand, The Goodyear Tire & Rubber Company has built the largest factory in the world devoted exclusively to the manufacture of clincher type pneumatics. Its capacity is 20,000 tires a day.

One reason for this is recent wonderful mileage records made by Goodyear clincher type. T. W. Palmer of Rehoboth Beach, Cal., ran 30,000 miles and in three years never had his tires on the rims. He adds that for 50 miles they were run without any tubes in the casings. Nelson N. Scotchler of Berkeley, Cal., traveled 12,000 miles on his casings over rough roads to the Yosemite and Lake Tahoe.

Feats Of Essex Car Emphasise Changes In Motor Industry

Standard Touring Machine
Sets Remarkable Record
On Graveling Trip

"Twenty-four years is not a very long time," said Harry S. Hought, president of the Hudson Motor Car Company of New York, Inc., "but it is hard to realize the changes this period has wrought in the automobile industry. It was in 1896 that a well known encyclopedia printed the following paragraph:

"The building of automobile vehicles in the United States has not been marked with the same success that has crowned European efforts. There are several on the market, but the results of public trials have been unsatisfactory. At a trial in Chicago, Nov. 28, 1895, the best speed was seven miles an hour."

"And yet just twenty-four years later, less one day, on Nov. 26-27, 1919, a standard Essex touring car covered 1,081 miles in 24 hours on Iowa roads at the rate of more than 44 miles an hour, setting a new record. This record, also, was not made on a track by a specially prepared racing machine. The Essex used was exactly similar to the 20,000 now in the hands of owners in all parts of the world, and it had been driven more than 12,000 miles before the start of this terrific test.

"In addition, the run was made over rough country roads in Iowa in the face of a howling blizzard. The car was run day and night, for ten hours of the time being forced to batter its way through a blinding snowfall, which obscured the roads and made driving extremely hazardous. And yet, despite these seemingly impossible handicaps, the car finished its run without a single adjustment having been made to the motor and with the engine working as sweetly and powerfully as it was at the start.

"It is only by looking back twenty-four years that we can adequately realize what such a performance means. Contrast the seven miles an hour made in 1895 with the dependability and endurance shown by the Essex, the result of a quarter of a century's development, necessary to maintain the speed of 44 miles an hour for 24 hours. In fact, the Essex travelled further than anything built by man has ever travelled on the highways during the same time. To maintain the wonderful average speed it was necessary at times to drive the car at the rate of 70 miles an hour to make up for the time lost on the curves and as a result of the storm.

"It probably was the most severe test to which any automobile has ever been subjected, and represented a greater strain on the motor and car than it would be subjected to by years of ordinary service. It is just another proof of the perfection of the Essex design and its ability to withstand the hardest usage."

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MAXWELL SUBURBAN MODEL

"There is an exceptionally heavy demand for Maxwell Suburban models," says Manager Harry J. DeBear of the New York Maxwell-Chalmers branch, "by persons who are beginning to open up their country homes for the coming season."

The Maxwell Suburban is strictly the logical car for all around use on a suburban estate. It is used to meet the guests at the trains, to carry up trunks and baggage from the trains, to bring up food products and other necessities from the village and on Sundays to carry the servants to and from church.

The car is equipped with three cross seats, each of which will accommodate three persons, and handsomely upholstered in a high grade leather substitute. The two rear seats are removable and the tailboard is made to drop in order to conveniently handle baggage and produce.

Suburbans come through in natural wood color, red, blue and black, with upholstery to match.

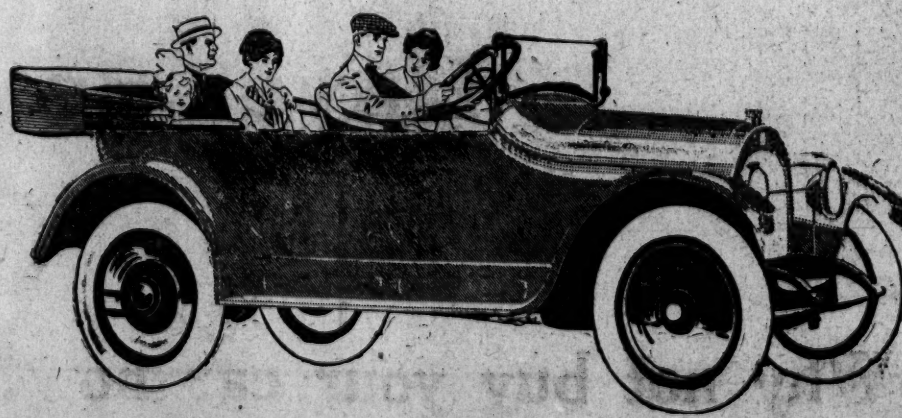
Demand Reflects Performance

Drop in and ask us to tell you about the

Overland

MODEL 90

and you can
then judge
for yourself



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BRITISH WAR OFFICE for
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ALL MOTOR BODY FITTINGS

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THE Firestone Removable Tyre is invaluable equipment when you are far from a service station. It can be changed in your own garage—on the road if necessary. No expert labor is required.

And when it's on, it's on to stay. Even on long, out-of-town trips you need have no fear of delays through tyre changes. The Firestone equipment is the oldest and only proved method of a removable fastening for lorry tyres. Let us show you how to lengthen the life of your lorry, reduce lorry and tyre repairs, get tyre mileage and traction, reduce skidding and spinning, lower petrol bills.

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Firestone

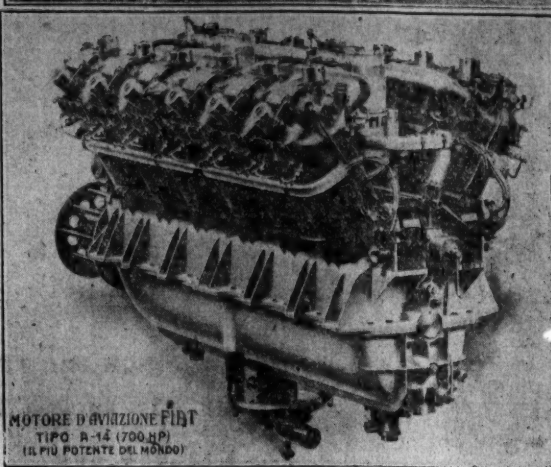
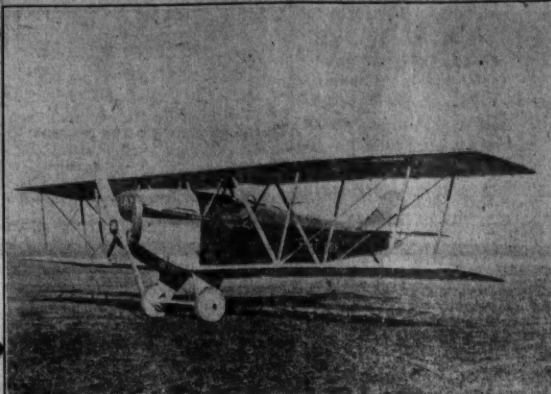
Lorry Tyres

Shanghai Horse Bazaar Takes Aeroplane Agency

A well-known and enterprising local concern, the Shanghai Horse Bazaar and Motor Company, Limited, has accepted the agency of the F. I. A. T. aeroplane, being the first firm of its kind to be represented in not only Shanghai, but the Far East generally. There are no details to hand regarding the particular type of machine which the companies concerned have decided could be used in Shanghai, but one hopes that it will be a machine within the means of the ordinary salaried man. Flying is liable to be an expensive hobby, even though the initial outlay is small, so doubtless this important side of the question has received consideration.

That the F. I. A. T. people can produce a superlatively excellent heavier-than-air machine is evidenced by the latest achievement, the A. R. F., which was built for the trans-Atlantic flight, and which, laden with five passengers, attained the stupendous speed of 261 kilometers per hour. The flight was made at the Mirafiori Aerodrome in Turin, under the rules of the International Aero-nautic Federation, and was under the direct supervision of the Aero Club of Italy, and its many distinguished members. The A. R. F. is propelled by a 700 H. P. motor (manufactured by F. I. A. T.), and with a fuel capacity of 880 gallons, is capable of remaining in the air for 20 consecutive hours, during which time, under normal wind and weather conditions, it will travel 5,000 kilometers.

The Shanghai Horse Bazaar and Motor Co. is to be congratulated on securing the representation of this company, and Shanghai will await with interest the details of their intended program. Shanghai is very favorably situated for, and naturally adapt-



MOTORE D'AVIAZIONE FIAT
TIPO R-14 (700 H.P.)
(IL PIU' POTENTE DEL MONDO)

ed for aviation. Primarily, the greatest essential, a good safe landing ground is provided in the shape of Kiangwan Race Course, and the several other stretches of tolerably smooth open country. This, in itself, is of inestimable value, for once in the air any fool can fly, but any fool certainly cannot take off and make a good landing. There are, in addition, the Yangtze and Whangpoo rivers for sea-planes, both of which at certain tides would provide excellent stretches of

water for the same purpose. The surrounding country is remarkably free from hills of any magnitude and is consequently free from that aviator's bug-bear, air pockets. China has already produced some great aviators, those who served with the Canadian Royal Air Force during the late war, and we anticipate great things from Young China when once its enthusiasm has been raised to the proper pitch.

CADILLAC STILL BEHIND ORDERS

Many Persons Disappointed Last Year In Not Being Able To Get Cars

Owing both to the fact that the Cadillac factory is now striving to the utmost of its greatly increased production ability to fill the vast number of orders for these cars, with still a greater number of Cadillac purchasers on the waiting list, and also owing to the fact that it is now almost impossible to obtain freight cars after Cadillac cars are ready for shipment, the early placing of orders for these cars is very important, according to H. S. Honigsberg, Cadillac distributor.

"It has been a matter of keen regret to the Cadillac factory that many persons who wanted to buy Cadillac cars last year were disappointed because there were not enough to go around.

"Neither the Cadillac factory nor the H. S. Honigsberg Company wants to be placed in the position of disappointing as many people as were unable to provide themselves with Cadillacs last year.

"It may be remembered that immediately following the armistice this company announced that it would resume normal production of motor cars as rapidly as conditions would permit. At the same time we expressed our belief that it would not be possible to build in 1919 all the Cadillac cars the world would want.

"The prediction was well founded, as many people can testify. During the last months of 1919 many distributors were compelled to decline orders for motor cars.

"It appears now to be reasonably certain that the same conditions will obtain this year. Undoubtedly the Cadillac's war record has measurably heightened the public's appreciation of the car, which means that the Cadillac market is much wider than heretofore—and even before the war it never was fully supplied. We can do no more than present the facts as we see them.

"It is probably safe to predict that those who were disappointed last year will take due precautions this year, along with thousands of others who have learned from experience to anticipate their wants and needs as far in advance as possible."

Better Roads Will Boost Pneumatics, View Of Americans

of a storm it was. This was the very same storm I encountered. You can see I have not exaggerated any. The way the lightning was flashing all around me yesterday was truly fearful, but it seems I was about as safe in the air as other people were on the ground. When I wrote you last evening I put the affair very mildly for fear you would think I was spoofing you if I told you what I really encountered, but now I have some dope to back me up. Anyway, the Aerial Mail went through when trains, street cars and automobiles were held up."

MODERN MOTORS REPAIRS

The Hudson Garage, owned by Messrs. Dodge and Seymour, is now under the management of Mr. R. A. Hutchinson Jr., who is in charge of the sales and repair department.

In the near future this company is bringing out from America a most modern and efficient plant for repairs and general service requirements, and customers will be assured of their best attention.

MOTOR TRUCK IS AID TO RAILROADS

Has Helped Relieve Burden Caused By Excessive Transportation Demands

The freight traffic of the United States actually carried has increased 45 percent in four and a half years. Yet the number of freight cars has increased only 2 percent and other railway facilities in proportion," says Sidney Bowman of the Sidney B. Bowman Automobile Company, New York, Kissel distributor.

"In spite of the increase in the amount of freight they are actually carrying, the railways cannot now handle all freight offered. Unless the capacity of railroads is rapidly and greatly increased it will be impossible for new and enlarged industries to get sufficient raw materials hauled or to ship the finished products to market.

"It is due to this fact that the railroads have been and still are unable to handle all the commodities the industries of the country can produce that the motor truck has been called upon to fill the gap. The adaptability and efficiency of the motor truck has filled this gap so completely and accurately that manufacturers have found it pays to continue the use of trucks, not only as a means of protection in their transportation department, but also in keeping down their transportation costs.

"This usage of the motor truck has increased each year and it will increase even more so in the future. The production capacity of the country has doubled and trebled. The world looks to America for its products and commodities and America is responding to the call with greatly increased production efforts. But to make these efforts amount to anything demands that the country's transportation units expand and grow with the Nation's demand on it, and this is where the motor truck can help to keep up with production."

MARMON PLANT IS ABOUT COMPLETED

Third Large Factory In Indianapolis Soon Will Be Ready For Operation

The third large plant of the Nordyke and Marmon company of Indianapolis, the erection of which was begun in July, is now almost completed.

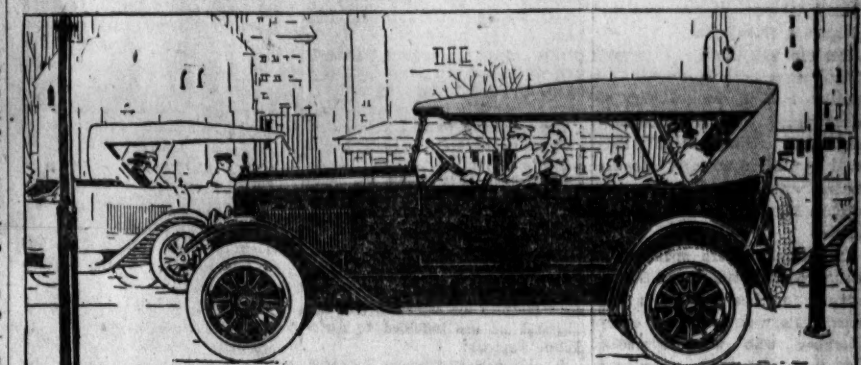
The largest units of the new plant consist of a final assembly plant 800 feet long, a five story body plant, 600 feet long, and a two-story woodworking plant and

a new power plant. The final assembly building is complete and already occupied. With the completion of this plant and the standardization of the machinery and operation, this second addition since 1918 will enable the company to produce and build annually more than seven thousand high grade motor cars.

During the war, plant No. 2, now used as the machine shop for the motor and chassis divisions of this company, was erected for the building of aviation engines. This building is approximately 600 feet square and is of saw-tooth steel, brick construction and concrete floors, making it an out-

and out modern machine shop filled with the very latest type and model of machine tools. This is the plant that in October, 1918, won the Champion Liberty Motor Builder's pennant for the company by producing 246.6 percent of the quantity of test proof Liberty motors allotted by the war department, bureau of aircraft production.

The creation and taking over of plant No. 2 places the Indiana, polis concern in the enviable position of having principally new plants and equipment to produce its new series with high efficiency motors. This model was exhibited at the Grand Central palace for the first time.



KING EIGHT CYLINDER AUTOMOBILES

This year's models retain all the mechanical excellence which has given the King a world reputation for reliability, and offer one hundred new refinements in chassis and body. The most economical car for its power built in America.

Four body models

TOURING—FOURSOME—ROAD-KING—LIMOUSIN

ARKELL & DOUGLAS, Inc.
38 Canton Road, Shanghai



KING MOTOR CAR COMPANY, Export Department, 152-154 West 22nd Street, NEW YORK, U. S. A.

U. S. Air Mail Goes When All Other Traffic Stops

Postman Flier Gives Graphic Account Of His Experiences In Recent Tornado

Washington, D. C. April 2.—The following letter received by the Air Mail Division of the Post Office Department from J. P. Harris gives the experience of an air mail pilot who flew through the tornado Sunday, March 28.

"I had nice sailing today from Cleveland to Bryan, but beyond there it began to get rough and humpy upstairs. I ran into the worst rain and hail storm I ever flew in near Gary, Ind.

"For about five minutes I could see absolutely nothing, not even the instruments on the dashboard in front of me. The wind was blowing above forty miles per hour and the motor sputtered and missed and I thought of how cold Lake Michigan under me would feel.

"I sat tight hoping to reach the other side of the storm, for it did not look to be thick when I flew

into it, and pretty soon I reached the other side where a heavy downpour of rain was falling from a higher cloud, but the visibility was delightfully better.

"Within ten minutes I landed at Grant Park in Chicago in beautiful sunshine. Dunphy said the storm passed over Maywood and they were worrying about me.

"I arrived at 1:50, as the card will show. I think that is pretty good time for mail from New York to reach Chicago on the same day, hey what? The mail left New York at 7 a.m.

"I see in this morning's paper an account of the storm I flew through and I cannot resist the temptation to enclose a copy for you to see for yourself what kind

of a storm it was. This was the very same storm I encountered. You can see I have not exaggerated any. The way the lightning was flashing all around me yesterday was truly fearful, but it seems I was about as safe in the air as other people were on the ground. When I wrote you last evening I put the affair very mildly for fear you would think I was spoofing you if I told you what I really encountered, but now I have some dope to back me up. Anyway, the Aerial Mail went through when trains, street cars and automobiles were held up."

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In the near future this company is bringing out from America a most modern and efficient plant for repairs and general service requirements, and customers will be assured of their best attention.

A NEW SHIPMENT OF GOODRICH TIRES

Has Just Arrived from the U. S. A.

We now have an enormous stock of a complete range of sizes (Inch and Millimeter), and can execute orders for any number of tires.

GOODRICH SILVERTOWN CORD—GOODRICH SAFETY TREAD
GOODRICH RED INNER TUBE

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POST-WAR WASTE SHOWN BY TIRES

Orgy Following Armistice Is
Deplored By Makers Of
Motor Accessories

Never in history has there been such need of conservation in all lines as at present. During the war Americans learned how to reduce waste. Thousands of things that were heretofore thrown to the scrap heap were utilized for other purposes, to the amazement of everyone.

But the war lessons were forgotten when peace came. The country started on an orgy of extravagance that is at present unchecked. Many things that could be utilized are cast into the discard without a thought and untold sums wasted by this means.

In Europe, where spending is not so free as in the United States, conservation has reached a fine point. This was noticed by every doughboy who went overseas. Very little is wasted—everything had a second use. In contrast America is the most wasteful country in the world.

In the automobile field a similar condition exists. Experts of The Goodyear Tire & Rubber Company have estimated that nearly 40 percent of the tires manufactured are junked before they deliver the maximum mileage built into them.

Poorly aligned wheels, caused by side pressure against curbs, cause tread wear after from 100 to 200 miles of running. One of the commonest abuses is under-inflation, which causes fabric breaks. Every motorist should provide himself with an air gauge to test the pressure frequently.

Tread cuts are experienced by every motorist. It is impossible to avoid sharp stones or rutty roads, which pierce the tread and sometimes the fabric. For small cuts the best treatment is tire putty, while for the larger vulcanisation should be done.

When under-inflated tires strike a sharp stone, the rubber gives, but the fabric does not. Perhaps several or all of the plies are punctured. The tire may not blow out at the time, but may later. To avoid along-the-road troubles and delay, outside protection and rim-cut patches should be part of every car's equipment.

As important as the casing, the tube should be given attention. When a new tube is placed in position, enough talc should be used so that it will not chafe and stick to the casing when heat is generated. Too much talc will harm the tube.

Chains that are adjusted too tight will tear the casing. They should be loose enough to creep. Storing a car where the tires will come into contact with oil should be avoided, for it has a deteriorating effect on rubber. Driving on street car tracks is warned against, as the burden of weight on a small portion of the tire will tend to pull the tread loose.

Tire manufacturers are conducting expensive educational campaigns for conservation and any motorist can learn how to save tires and tubes by getting a maximum mileage booklet from the nearest Goodyear distributor.

Motors To Second Steel In America Is New Prediction

Prophecy Of Experts Places
Automotive Industry In
High Rank

Production in the automotive industry in America has reached a point where the National Automobile Chamber of Commerce announces that the 1920 business will rank second only to steel.

In 1919 motor vehicle production amounted to \$1,807,594,580. If bodies and accessories were included, this figure would pass the two billion mark.

New York state is first in the number of automobiles registered with a total of 570,000 cars. Ohio's 511,000 automobiles give it second place.

In the number of machines per capita, Nebraska and Iowa lead with approximately one car to every six people. This is probably due to the fact that the largest percentage of increase in automobile registration has been in agricultural sections while the total population of these states is small.

Undoubtedly the reason for this was the government guarantee for wheat prices, while in Tennessee, Alabama, Louisiana and Georgia the high price of cotton gave these states leadership in the increase of automobile registration throughout the country.

Great Tribute Paid By Employees To Dodge's Memory

Workmen Eager To Have His
Body Lie In State; Production
Record The 'Old Man'
Would Have Liked

The death of John Francis Dodge struck a severe blow at the hearts of very many of the 18,000 workmen in the plant of the Dodge Brothers, in Detroit, because he was personally known to so many of these men and worked directly with them. Just to show how they felt about it, the day after the death of Mr. Dodge the factory organization records of the plant—a tribute of the sort they thought would most have appealed to John Dodge living.

The workmen wanted to have his body lie in state at the factory, but the late arrival of the train from New York made it impossible. The hours from 9 to 12 on Saturday were set aside in order that the older employees might view the remains at the Dodge residence.

C. Harold Willis, who knew John Dodge intimately, paid the following tribute to his associate (for the language we are indebted to Automobile Topics):

"Looking back over my business relations and personal contact with John Dodge, one characteristic, one outstanding fact sticks in my mind—I am convinced that he was the most fearlessly honest, the most literally honest man I ever knew."

"It never occurred to John Dodge to speak anything but the truth. It was instinct in him. And he would speak the truth to any man, a newsboy or the President of the United States, with equal promptness and frankness."

"It is not remarkable, perhaps, that with this fearless honesty, John Dodge had a remarkably alert sense of justice. In all his business negotiations he was essentially just. He was a fighter, but a fair fighter. He was always looking for good motives, generous instincts in other men. And he was quick to applaud and reward them."

"John Dodge's word was good—100 percent good. After he had given his word he never looked for technicalities or loopholes of escape. He stood by it, whatever the consequences or the cost."

"It didn't matter with John Dodge whether that word, once given, was verbally, perhaps impulsively, given, or whether it was written and a good, valid legal document. He carried out his agreements literally—to the letter."

"I shall always preserve the impression and memory of force—tremendous force—in John Dodge. He was forceful in personality, in his conviction, in his ideals, in his loyalty to his friends. I don't suppose there ever lived a man so implicitly and unquestionably loyal to his friends as John Dodge. Once he had given you his confidence he would fight to the last ditch, lay down his life for you."

"That loyalty is the spirit of every organization he has ever built. A little while ago there was a rumor abroad that the Dodge brothers were about to sell their plant and motor car business. I asked John Dodge about it."

"Yes," he said, "Horace and I could do that. Then we could take a trip around the world and loaf. I suppose. But without work, the work we know and like and have made good at, we'd both be dead in a couple of years."

"We like work. We like to build, to do things. We've been working too long and too hard to get along without it. And there are the boys we've got with us. Most of the fun in the business is giving the boys an opportunity to make good. Horace and I owe something to all these boys. We are responsible. We got them to go in with us and we've got to see them through. And our name means a lot to us. We have worked

Columbia Dry Batteries

Strength and Reliability

are of paramount importance in batteries. Further these features are to be found in the Columbia. For all round service they are fully equipped.

If you need dependable current to run your motor car, we can save you will become a Columbia customer. They are suitable for use in light trucks.

If you are looking for current to run bell, operate telephones and signals (light batteries), light trucks or motor boats, use Columbia batteries.

Look for the Eagle Trade-Mark. It is a guarantee of efficiency and the Columbia battery.

The Famous Spring-Clip Binding Test, shown in the illustration, is a Columbia feature that adds battery life. With the Binding Test it is almost a matter of guessing down the spring and a hearing the wire—and the connection is made.

DEALERS—Immediate delivery can be made. Write for catalogue and details from Anderson, Meyer & Co., Ltd. 4 Yuen Ming Yuen Road Shanghai

NATIONAL CASH ON C.D. 127-BROADWAY, NEW YORK

hard for all that name stands for. So, you see, we can't sell out and quit. We've got responsibilities."

"That was characteristic of John Dodge. He had a business conscience that never failed him and never betrayed him. He was 100 percent American man."

Shortage Of Glass Serious Obstacle In Making Cars

How many people realize that while an automobile is made largely from steel and aluminum, one of the most serious obstacles to the production of motor cars is the shortage of glass?

The story of its importance was told by Edward C. Jordan by an official of the largest glass producer in America, while riding in a motor car over the battlefields of France a month ago. "We never anticipated," said this man, "what a tremendous demand for glass would develop after the war."

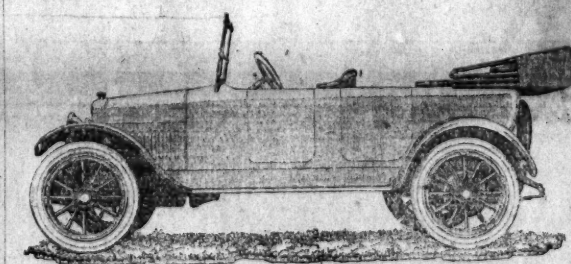
"In addition to the regular demand for building purposes, the automobile industry, in response to the tremendous closed car demand, has placed a burden upon the glass producers which it will be impossible for them to meet for months to come."

"Time was when we sold glass only to windshield manufacturers, with only a small quantity going to the makers of closed bodies."

"The introduction of the plate glass in the rear of the top of nearly all motor cars has created a demand which is enormous, while the effort to meet the demand for closed cars has absolutely swamped the glass makers."

This shortage of glass, coupled with the shortage of closed car hardwood, which is produced in comparatively small quantities by only a few companies, when combined with the delays due to the coal strike and the steel situation, makes it quite certain that the supply of motor cars will be in no way commensurate with the demand.

MAXWELL CARS



THAT we have built 300,000 Maxwell Motor Cars on the original, simple chassis design does not mean that there have been no improvements in building Maxwell Cars.

Many improvements have made it possible to keep in advance of general progress; thus the Maxwell Car is so mechanically correct that it runs the most miles per gallon of petrol and most miles per tyre.

New purchasers of Maxwell Cars are justly proud of the appearance of today's Maxwell. Confidently they will tell you that they thought the price would be greater. You will agree with them if you investigate.

MAXWELL MOTOR CO., Inc.
OF DETROIT, MICH.

John D. Williams and Company
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MIDGET BLIMP IS POSSIBLE FOR COMMERCE

Aviators Declare Sportsman's
Dirigible Has Chance Of
Wider Field

The "Pony Blimp" perhaps the smallest practicable dirigible, has been built by the Goodyear Tire & Rubber Co., Akron, Ohio, U.S.A. Aeronautical people are enthusiastic over the new Blimp, one of the most serious obstacles to the production of motor cars is the shortage of glass?

The story of its importance was told by Edward C. Jordan by an official of the largest glass producer in America, while riding in a motor car over the battlefields of France a month ago. "We never anticipated," said this man, "what a tremendous demand for glass would develop after the war."

"In addition to the regular demand for building purposes, the automobile industry, in response to the tremendous closed car demand, has placed a burden upon the glass producers which it will be impossible for them to meet for months to come."

"The introduction of the plate glass in the rear of the top of nearly all motor cars has created a demand which is enormous, while the effort to meet the demand for closed cars has absolutely swamped the glass makers."

This shortage of glass, coupled with the shortage of closed car hardwood, which is produced in comparatively small quantities by only a few companies, when combined with the delays due to the coal strike and the steel situation, makes it quite certain that the supply of motor cars will be in no way commensurate with the demand.

has a range of 400 miles or ten hours cruising.

The car seats two passengers and can be easily controlled. A special mooring harness is part of the airship's equipment, eliminating the necessary return to the hangar at night. The car and rudder may be unshipped and the envelope may be bagged close to the ground by removing a few pins. A single inflated rubber

pontoon makes it possible for the car to land on water. Two 20 gallon fuel tanks attached to the envelope are carried.

The success of the first Pony Blimp has been such that the Goodyear Tire & Rubber Company is starting the construction of another Pony Blimp for the United States Navy. It will be of tractor type, seat three passengers

instead of two and the car will be enclosed with pyralin curtains to afford comfort for the passengers.

HOW MUCH DO YOU PAY?

No greater evidence of industrial prosperity is needed than statistics showing the number of people affected by the income tax. Recent figures compiled by The Goodyear Tire & Rubber Company, which has 26,000 employees

in Akron, Ohio, are illuminating. It is estimated that 10,000 men and women must make out income-tax returns and will pay the government more than 100,000 as a minimum figure. The legal department of the company, which gives free advice to employees on all matters, requiring the services of lawyers, will assist Goodyearites in wrestling with the knotty problems in their income tax returns.

The Sum Total of Dunlop Success

1. THE PNEUMATIC TYRE INVENTION
 2. AN ALL BRITISH ORGANISATION
 3. £32,000,000 VALUATION
 4. 40,000 ACRES RUBBER PLANTATION
 5. OWN COTTON MANUFACTURING SECTION
 6. MOST EFFICIENT METHODS OF PRODUCTION
 7. UNREMITTING EXPERT SUPERVISION
 8. CLOSE DEPARTMENTAL CO-ORDINATION
 9. WHOLEHEARTED STAFF CO-OPERATION
 10. RESULT: WORLD-WIDE REPUTATION
- SUM TOTAL: SATISFACTION TO USERS 100%



TRADE MARK

DUNLOP
RUBBER CO., LTD.,
Founders of the Pneumatic Tyre Industry,
20 KIUKIANG ROAD
Phone 2248, Cables Pneumatic



HAUL BY MOTOR TRUCK

C. G. C. Service

ALWAYS at YOUR DISPOSAL

For Estimates apply to:—

THE CHINA GARAGE Co.

TEL. C. 2403

21 FOOCHOW ROAD

THE FIRST AND LAST WORD IN HAULING

MULTIPLE WHEEL TRUCK IS LATEST

Tire Problem Is Dealt With In New Manner By Goodyear People

A multiple-wheeled truck has been built by the Goodyear Tire and Rubber Company, Akron, Ohio, U. S. A., as a step toward the solution of the problem of what will be the ultimate tire equipment for heavy payloads on motor trucks. Demonstrations show that this new truck or tandem axle construction truck with four pneumatic-equipped rear wheels has steadier riding qualities, better traction, is less destructive to roads and decreases tire weight and cost. Axle weight is reduced and greater braking capacity is secured. It also permits greater operating radius.

The truck has not been built in an attempt to produce the ultimate motor but as an endeavor to solve the problem of pneumatic tire equipment for heavy payloads.

One item of interest is that the tires used are 48x12 pneumatic tires weighing 119 pounds. These tires are lighter in weight for a driver to change than the 48x12 pneumatics that weigh 398 pounds each. The smaller tires cost less. The same size of tire is used on all six wheels. Any tire can be used on any wheel and the number of spares to be carried is reduced.

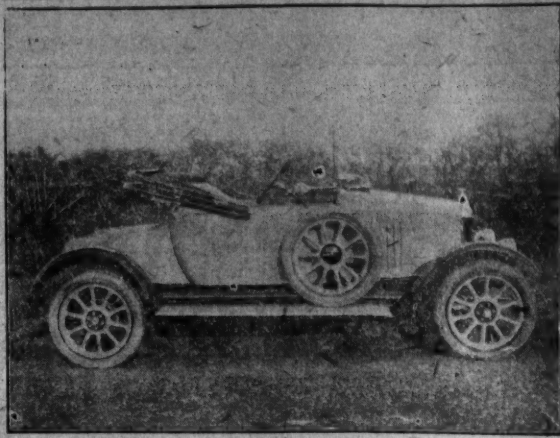
Road saving is the feature that seems big at the present time. Engineers say that a heavy load distributed over four wheels will make less wear on the road than the same load on two wheels or even twice the load on four wheels that can be carried on two wheels.

Another advantage of the pneumatics on the tandem axle construction is that they permit a greater operating radius with steadier riding qualities. The truck seems to cling to the road in such a way that easier riding is enjoyed. A recent test showed an average of 26 miles an hour.

The greater braking capacity is caused by the four brakes used with the tandem axle.

With 48x12 tires the truck was raised too high and the extremely high center of gravity is an objection made by engineers. This is obviated with the four smaller wheels.

New Standard Motor Car



This machine is identical with the one which was formerly supplied, with the exception that it has an ft. longer wheelbase, that is, 8 ft. 8 in. instead of 7 ft. 8 in. As a consequence of this extra

length, the contour of the body has been improved, and shows a better appearance. Three more inches leg room is provided, and some additional 8" of space in the boot.

The World Of The Motor

BY LUCAS PRIME

(In The New York Evening Post)

Every once in a while an automobile dealer decides to depart from the ordinary canons of window dressing and put over something that is worth while.

Of course, every one knows that the windows of Automobile Row represent a high average of pleasing effect.

Cars repose amid classicisms, or plaster statues, or on colored velvet carpets, with backgrounds of mirrors. Always very fine, very uplifting for the passerby. But when something is achieved, such as the Part-ridge Company has achieved in the Circle Building, I am not loth to hand them such free advertising as is involved in the use of a name.

This company has devised the idea of using wax figures in the Liberty and Owen cars that stand in the glittering window. The figures, most lifelike in appearance, consist of two beautifully gowned women and a uniformed chauffeur in one group and George Washington and one of the famous old Minute Men in the other. One of the women is seated in a stylish Owen Magnetic brougham, while the other is being assisted into the car by the

chauffeur. The group depicts a nightly scene in New York's fashionable circles, with the women preparing to go home from the opera or from some dinner party. In the other window, which has a Liberty Six touring car as the centerpiece, the Minute Man is seated behind the wheel, and George Washington, the "Father of Liberty," is standing by the side of the car. To one side is the famous cherry tree, and in the background is shown a perfect reproduction of the Statue of Liberty. Special lighting arrangements give to these two scenes a remarkably lifelike appearance.

Because the figures are life size one gets an excellent idea of the comfortable seating arrangements and complete appointments of these cars.

Spring is close at hand and the motorist who has had his car stored away in the barn during cold weather will soon give his attention to getting everything in shape for the season.

There are few things to worry him about his tires if he put them away carefully. The low temperatures haven't harmed the tires at all, and if they have been kept away from the heat and the sun-

light and have been relieved of the weight of the car they are just as good as when they went into storage. I know this is contrary to general belief, but the United States Tire Company says so, and this company should know; yet a careful inspection of tubes, casings and valves will do no harm. If there are any tread cuts, these should be replaced, and bad spots in inner tubes should be fixed. The repair men aren't as busy now as they will be later and they can give better attention to your needs. In getting ready for the season it might be well to suggest that attention be given to the repair kit. Every car should be supplied with blowout patches of the proper size, cementless tube patches, some good tape, an outside tire sleeve, a tire pressure gauge and some extra valve insides. If last year's stock of repair materials has dried out, it should be renewed.

The safety movement is spreading all over the nation with great speed, and still many a man uses plain tread tires on his motor car in wet weather. This is simply taking a chance and should not be countenanced. With every one spending so much time discussing the high cost of living and ways and means whereby to combat it, I cannot understand why more intelligent effort and thought is not directed to "safety first" in all things. Why one will pass hours figuring some way of saving money, will go shopping for two or three hours to save a dollar or two on a grocery bill and not spend the least bit of attention to taking care of what they have and preventing accidents that will mean the expenditure of much money, is more than I can understand. Health authorities are preaching "safety first," and doubtless many people are following the advice. But what about "safety first" in the ordinary daily life? Take the matter of motoring, for instance. With so many people injured so many cars wrecked, that to my mind is the matter of safety neglected by so many automobile owners.

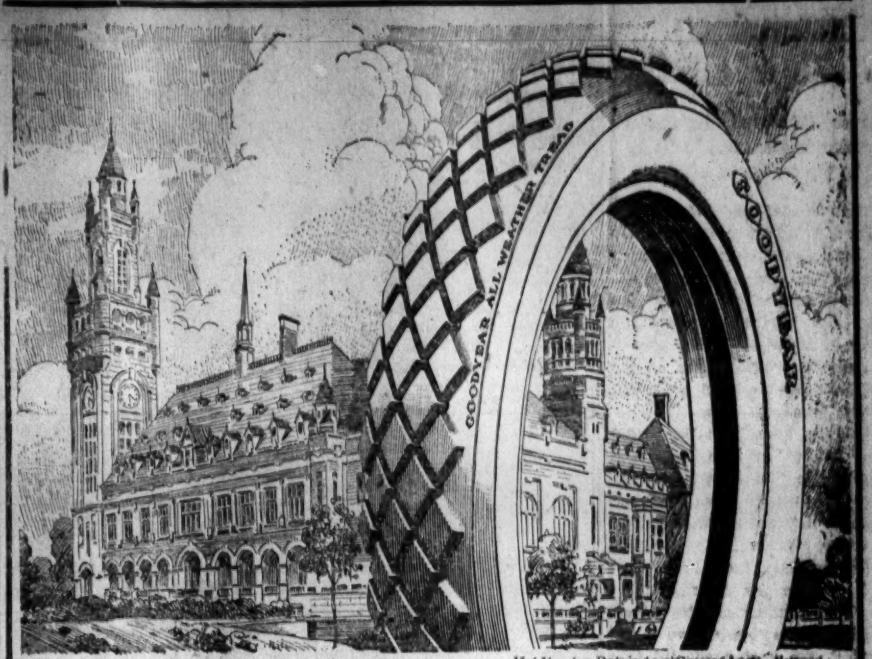
There are so many accidents, so many cars wrecked, that to my mind the first thought a man should have would be to take such precautions as would make driving safer. But wet days, when the paved streets are greasy and oily, you see motorists driving with smooth tires. A skid, a crash, with big repair bills, and it could be avoided with the proper kind

of tires, with tires that have a tread that makes them skidproof on wet days.

Due to the acute shortage of rolling stock and the embargoes on shipments of freight and express to various points throughout the country, manufacturers of automobiles have been forced to use their wits to the very utmost to supply dealers with the cars with which to meet the unabating demand for automobiles. In times past, from November until March, there was a great deal of inactivity in the retail automobile markets. Not so this year. Realizing that there is bound to be a shortage of motor cars again this season, buyers are insisting on immediate deliveries, and dealers who in times past at this season of the year had cars in warehouses do not even have cars to exhibit on the salesroom floors. So drastic have been the conditions confronting the manufacturers of cars that many are relying on all sorts of expedients to alleviate present conditions. Among these, the Cole Motor Car Company, has partially solved the problem. Within the last thirty days scores of flat cars have been switched onto the factory sidings and loaded with automobiles. One trainload of over twenty flat cars, fully loaded, went forward within the last few days to Denver, Col., under a convoy guard of several men. Other points to which flat car shipments went were Cleveland, Cincinnati, Sioux City, Kansas City, St. Louis, Pittsburgh, Milwaukee, Springfield, Ill., and other cities within reasonable radius of the Hoosier capital. Driveways have been encouraged to those sections where road conditions permit safe travel overland and Chicago, Cleveland, Pittsburgh, Milwaukee, Cincinnati, and other points have driven scores of cars from plants.

FIAT AND WAR

The Fiat people have turned out a most interesting booklet, profusely illustrated, in which they describe what "Fiat" did in the war. It is a record of which the authors should be proud and the geographical excellence of the publication gives the right to the printers to share in the praise. It is claimed that the Fiat produces the largest quantity and variety of motors and vehicles for military and civil and industrial purposes. Another claim is that every description of transport, every means of communication and travel which can be mechanically effected is summed up in the output of the company.



Mileage at Low Cost

GOODYEAR Tires everywhere are known for their ability to give longer mileage.

And this extra mileage means a saving in tire cost per mile. Divide the cost of Goodyear Tires by the long mileage you get out of them. Compare this mileage rate with mileage rates given by other tires.

The saving of the fraction of a cent per

mile is a big saving when you consider the longer mileage Goodyear Tires give.

Goodyear early learned that, by a slightly added cost in manufacture, tire mileage could be greatly increased.

That motorists appreciate this extra mileage is evidenced by the fact that, taking the world as a whole, more people ride on Goodyear Tires than on any other kind.

They are made in both millimeter and inch sizes.

THE GOODYEAR TIRE & RUBBER COMPANY

GASTON, WILLIAMS & WIGMORE (F. E. D.), INC
Wholesale Distributors

GOODYEAR TIRES

A Record Result!

On January 16th, 1919
the Essex was announced;
On January 16th, 1920

More Than 20,000 Were In Service!

ESSEX CAR

Manufactured in the same factory as the famous Hudson Car

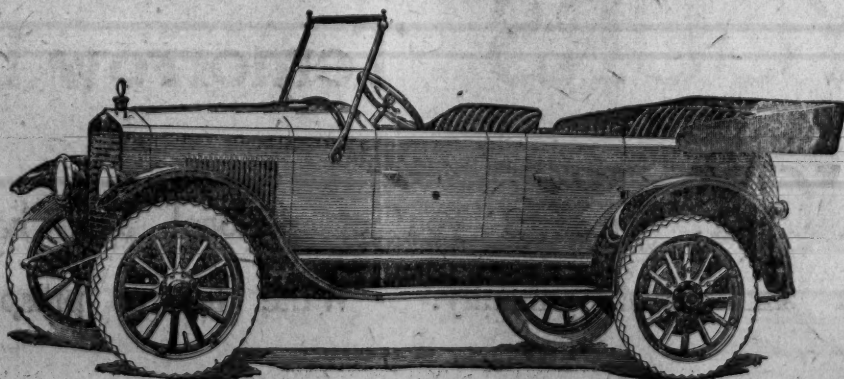
This wonderful result was obtained through sheer merit. Let us take you for a ride in one, so that you may judge of its

SPEED AND PERFORMANCE

We shall afterwards be pleased to give you actual proof of its

ENDURANCE AND ECONOMY OF OPERATION.

A Mechanically Fine and Exceptionally Good-Looking Car



There Is a Shortage

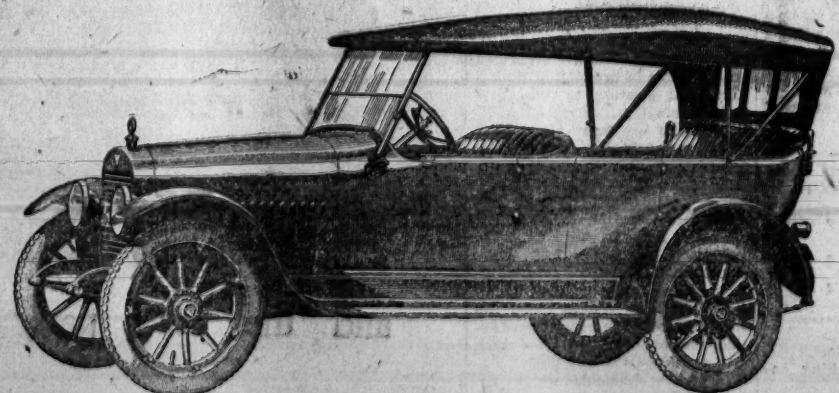
OF

HUDSON SUPER-SIX

Cars owing to the overwhelming demand,
according to advices just received from America

We have a small stock

of the latest model, but it is probable that we shall not receive any more for some time to come. If you desire to have the use of one of these famous cars during the coming summer, you will be well advised to place your order NOW.



FOR FULL INFORMATION, APPLY TO

HUDFORD GARAGE

89-91, Rue Montauban
for demonstration

DODGE & SEYMOUR (China), Ltd.

Telephone, Central 322

BUICK SCORED SHOW SUCCESS

Places Of Honor In Eastern
Motor Expositions Held By
Those Car Makers

The places of honor at the New York and Chicago shows were held by the Buick, this distinction having been earned by the value of the 1919 production. At the coming San Francisco automobile show—a motor exposition surpassing any ever held before on the Pacific Coast—the Buick again will hold a prominent place.

The San Francisco show, as did the Eastern exhibits, will emphasize the Buick triumph, for here again will be found a marked increase in the valve-in-head type of motor construction. The first motor exhibit held in Europe following the war was marked by the large number of valve-in-head engines, the most expensive of the foreign cars having adopted this type of motor from lessons taught by the war.

RECORD IN MOTORS

New York and Chicago had as one of the outstanding features of their shows a record number of valve-in-head motors, there having been a marked tendency toward this practice in the last year, an undeniable recognition of the correctness of the principle which the Buick pioneered and popularized.

"A few years ago there were but one or two manufacturers building valve-in-head motors, and unquestionably the Buick Motor Company has done more toward bringing about the adoption of the valve-in-head type of motor than any other motor company in existence, for the first Buick motor built, back in 1885, was the valve-in-head type, it being adapted from a marine motor of that type, which was then being built by the Buick Manufacturing Company," says E. H. Wilson, director of sales of the Buick Motor Company, in a communication to the H. S. Honigsberg Company, in commenting on his impressions of the various shows in the East.

NO DEVIATION IN TYPE

"It was thoroughly believed at that time by the Buick people that this was the correct principle of motor construction and consequently there has been no deviation from this type. The motor has been consistently developed year by year, until it has reached its present state of efficiency. As the general motoring public became more familiar with the mechanical parts of automobiles, the owners became convinced through the performance of Buick cars that the valve-in-head motor not only developed more power, but was more economical in operation.

"Other manufacturers were gradually brought to the adoption of the principle of valve-in-head construction, with the result there are today an increasing number of companies manufacturing cars equipped with this type of motor. It must be remembered, however, that a motor cannot be designed and developed to use its utmost efficiency overnight. The Buick valve-in-head motor is the result of more than twenty years' experience in building gasoline motors, in which time Buick has concentrated its efforts in this particular type of motor. It could not be logically expected that anyone else could reach the same stage of perfection in a lesser time, for there are mechanical and manufacturing problems that can be solved only by actual experience.

"Of the many things I noticed at the automobile show, this development of the valve-in-head principle struck most forcibly, and the adoption of the principle by other manufacturers is simply a vindication of the judgment of the Buick engineers who built the first valve-in-head motor, and the policy of the Buick Motor Company to adhere strictly to this one type of motor construction."

Mates Give Drama At Goodyear Plant

Real 'Silent Drama' Is Seen By
Colony Of Workers At
Tire Factory

Silent drama has come.
Not pantomime—something entirely new.

Thespians of the largest deaf-mute colony in the world, employed by The Goodyear Tire and Rubber Company, are seeking to wrest stage honors from the 29,000 workers who have all their faculties.

Recently the "silents" gave a one-act farce for the enjoyment of the speaking employees. The huge audience was able to understand the rapid-fire finger talk of the mute actors, who by histrionic ability brought out the story with startling clearness.

Now the speaking workers are going to reciprocate and give a show for the "silents."

British Motor Union Establishes First Aid For Stranded Cars

'Trouble Wagon' Idea Is Now
Penetrating Britain; Came
With War

We have heard of ambulance calls for the sick and wounded; we have even heard of a hurry up wrecking motor vehicle being sent out to rescue an overturned automobile for a ditch—we in America, I mean. But we have never heard, at least not many of us have actual experience thereof, of a motor first aid road scout who would bring you the essential tin of "gas" which should get you to the next town, a necessary tire patch or inner tube, a sparking plug or a fan belt.

The Automobile Association and Motor Union of Great Britain has carried the aid it renders the automobilist on the road to the nth degree of superlativeness and utility. There are road patrols on the open road and on point duty at dangerous cross roads, there are others at the entrances and exits of the big towns, with their own special telephone booth close at hand, and there are inspectors and road superintendents all up and down the length of Britain as a few American automobile tourists of before the war may remember who have had experience thereof.

The novelty, doubtless born of the war, is the new first aid sidecar motor patrols of this omniscient organization. It is necessary to define a patrol of the A. A. and M. U. as a patrol that is really a movable entity and not an individual who is a mere figurehead.

The speed at which he advances—he never retreats but always comes to your aid whenever he can get wind of his organization member of his organization and he has been known to lend a helping hand to the mere ordinary distressed person as one might fish a sinker out of the sea—is anything that his light-bodied sidecar pushed by its rapid little motor cycle can get over the ground. Here is the whole thing in a nut shell. A miniature repair shop on wheels, continually patrolling its beat on the great main roads of England. It's something worth playing up and something to be appreciated.

Incidentally one of the road managers of the organization told me it was one of the best mediums of recruiting new members for the organization known. A sinker in the sea once hauled ashore is not likely to forget his rescuer, and it costs only a modest club fee afterwards to become a member of the official A. A. and M. U. family, known throughout the length of Europe, and of which our own A. A. A. is the American affiliation.

I have had personal experience of this first aid, as I have already intimated. It was nothing so very serious. I was not a sinker in the sea and the excellent roadster in which my friend was driving me out from London to the west of England had not broken down, but all the same the first aid came.

TELLS OF FOREIGN MARKETS

King '8' Manager Reports Tremendous Demand

W. R. Vogeler, manager of the King Car Corporation and also export manager of the King Motor Car Company, who recently spent two months in England and various large business centers in Europe, reports an unusual market for American cars over there, although various duties, taxes, transfer charges and insurance make them worth almost twice as much at retail as they are here.

Mr. Vogeler attended the Olympia Show, where several King 8 models were on exhibition, and says these new 1920 cars were very favorably received. He saw many dealers at this show and many other agents from Scandinavian countries. All of them were eager to get American cars because of production limitations still existing in the automobile industry in England.

"To give you some idea of the situation," said Mr. Vogeler, "it is necessary only to say that our English agent wanted double the number of cars we could possibly give him. He said the allotment he asked for was more than 75 percent sold, as he had gone ahead on the basis of greatly increased production at the King factory. Of course there has been a greatly increased production, but our friend did not take into consideration the phenomenal American demand, which we are exerting every effort to meet.

"In Belgium and France the demand is tremendous. Spain, Switzerland and Holland, too, being very prosperous, are strong bidders for American cars.

"Fortunately the King Motor Car Company has very strong business connections in all these countries, and we are working night and day to come somewhere near meeting the demands.

"Returning to New York, I found that the new King 8 cars had made a very favorable impression at the New York and Chicago shows, and that there is an unusual demand for them in both of these big centers."

Raise In Freight Rates In U. S. Forces Motor Truck Shipments

Return of the American railroads to private ownership will soon be marked by a formal application to raise freight rates 20 percent and to increase passenger fares to six cents a mile. The railroads have their applications practically drawn up and it is expected they will be filed with the Interstate Commerce Commission within sixty days after March 1, and will ask that new rates be made effective not later than Sept. 1. They point to the fact that the Government in operating the roads was forced to run up a big deficit and they declare the individual corporation could not possibly shoulder such a burden. If their request is granted and the higher freight rates are adopted it will be the biggest boost for motor truck transportation that could possibly be hoped for. It will force thousands of shippers to adopt the motor truck for all short hauls.

Auto Industry Declares For Lower Tariff

For an industry to ask the Government to lower the import duty against its foreign competitors is a unique if not unparalleled, yet such is the position of the automobile manufacturers as announced after the meeting of the National Automobile Chamber of Commerce, at the headquarters in New York. A canvass of 123 member companies resulted unanimously in favor of the reduction of the tariff on imported cars costing \$2,000 or over from 45 percent to 30 percent as now imposed on cars of lower value.

A memorandum has been sent to the Tariff Commission at Washington setting forth the reasons why such action is felt to be in the interest of the industry as well as business generally. The encouragement of importation should prove helpful to the present serious exchange situation and is not to be feared by a home industry of the size and strength of automobile manufacturing. Of principal concern is the prejudice bound to persist against the American product in foreign markets while our tariff is held at its present high rate and the natural outcome will be a disposition on the part of other automobile manufacturing nations to retaliate with equally high tariffs, probably discriminating against the United States. It is hoped that, if being the avowed wish of the industry to have the duty lowered, Congress may be persuaded to consider a downward revision of this item at this session.

COMPETITION WELCOMED

The makers appreciate that a lower duty will bring in more foreign cars but rather welcome the competition as a stimulus to continue America's leadership in all types of motor cars. This country produces more than 85 percent of the world's supply of motor vehicles.

There was also an expression of gratification at the meeting that the lower branch of Congress has defeated the proposed withdrawal of the foreign commercial attaché service so much needed in our export trade, and that instead the

Department of Commerce is to be accorded an increased appropriation for an extension of its very valuable work of investigation in the foreign fields.

The members adopted resolutions of sympathy to the family of the late John D. Dodge, expressing also the industry's sense of loss. His brother Horace E. Dodge was elected to fill the vacancy created on the Board.

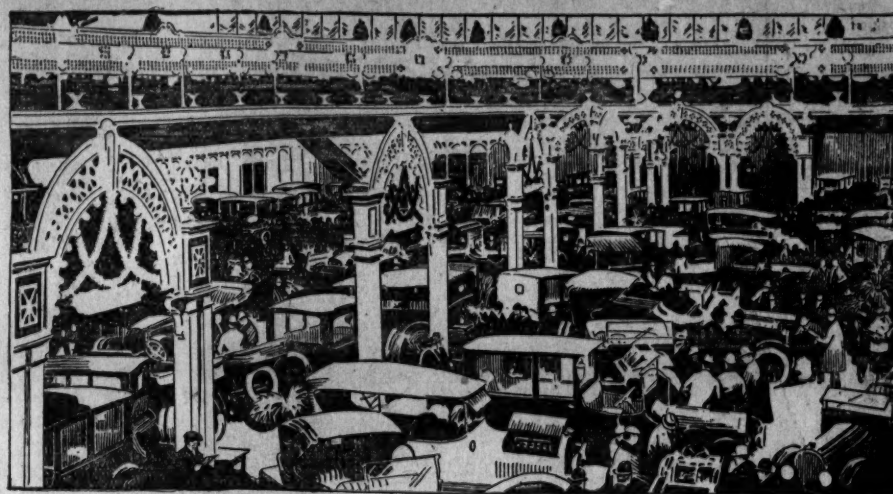
SHOWS BREAK RECORDS
The Show Committee reported that the financial returns from both the New York and Chicago shows exceeded all previous records.

The makers voted for the establishment of a Service Managers Division of the N.A.C.C. to function for that department of the members' organizations along similar lines as the foreign trade, patents, traffic, legislative, highways and other departments the Chamber now embraces.

Motor fuels, roads, patents, legislation, rural motor express lines and freight car shortage came in for consideration. There is still a big shortage of motor cars particularly of closed types, all aggravated by shortages in material and poor shipping facilities over the railroads. February was a record month for production with thousands of cars and trucks delivered to dealers over the highways.

HARLEY IN SYDNEY

Far on the other side of the globe in the Antipodes, motorcycle racing is just as popular as it is in the western hemisphere. Splendid weather gave added months for the sport, which flourishes through the riding clubs that are active in speed and road contests, as well as hill climbs. In one of the most largely attended races at Sydney, Australia, H. L. Kissing won the 33 mile race on Goodyear tires while E. Salnty and H. Mostyn flashed over the line in first and second places in the 50 mile speed contest. Their Harley-Davidsons were also equipped with Goodyears.



First night at the Automobile Show. Thousands of people pay admission to see new models of the year. A man can go all through the Show—see the new color schemes, ingenious novelties in trimming and design. What has he really learned?

Where Does a Man Find Out Most About an Automobile?

THERE are many things a man buys that he may judge at an exhibit. A motor car is not one of them. Its appearance is important, but not so important as its performance.

No matter how much money a man has, when he makes a purchase as important as that of an automobile he expects to get permanent value.

But if he is influenced by the changes in style as seen at ex-

hibits, he finds that he must also change his car from year to year at a great sacrifice.

The Packard Company believes that stabilized style is just as much a part of basic transportation principle as Packard mechanical features and performance.

THE Packard car is built to deliver service over a term of years. Its style is based upon good design—accepted everywhere by people

who know—and is no more subject to passing moods than its engineering design.

MORE than five thousand owners have owned Packards continuously for sixteen years. This is because the Packard keeps on running and is always a new model.

The high opinion of Packard owners and their friends is perhaps the most valuable automobile good-will in the world.

PACKARD MOTOR CAR COMPANY

EXPORT OFFICES: 1861 BROADWAY, NEW YORK

H. S. HONIGSBERG & CO.

40 Bubbling Well Road
SHANGHAI

"Too Lucky to get into an Accident"

is the foolish belief held by many otherwise sensible motorists.



Your friend's turn yesterday,
Somebody else's to-day,

YOURS Tomorrow!

An X. S. POLICY

relieves you of personal loss, liability
and the third party claims at a small cost annually. Write for a prospectus.

C. E. SPARKE Insurance Office

AGENT, EXCESS INSURANCE COMPANY, LIMITED

SHANGHAI, SUNDAY, MAY 2, 1920

CHICAGO NINE TO PLAY HERE

University Baseball Team Will Probably Play In Shanghai This Month

PRACTICE ON TODAY

Candidates Club Will Report At Race Course This Afternoon For Workout

The University of Chicago baseball team will arrive in Yokohama on the Tokyo Maru Tuesday and after a series in Japan will come to Shanghai, if the local baseball authorities can make the necessary arrangements. Cablegrams will be awaiting the Chicago manager when the team arrives at Yokohama and attractive inducements will be made to secure the collegians for a series at Shanghai.

The Chicago University nine left San Francisco on April 17 and the series has been arranged with leading college teams of Japan. Waseda, Meiji and Keio are three of the Japanese colleges billed for games with the Americans.

In the meantime, candidates for the Shanghai team are to hold the first formal practice of the season this afternoon if the weather man smiles and is fairly profuse with his sunshine. Ambitious ones are warned to assemble as soon as possible after the clock strikes two. Uniforms will be distributed. "Bills" temporary captain, will be in charge.

All the club equipment is at the Swimming Bath and baseball players have been kindly allowed to use the bath house to dress.

MORE MEMBERS WANTED

With ambitious plans well afoot for a record-breaking season, the membership campaign is proceeding at snail's pace because sundry residents find it easier to give excuses than tender pledges. Less than \$2,500 is in the treasury with perhaps \$500 more to be collected from members who have signed chits. This is a little better than half of the amount needed to sail through a season which will make history. Five hundred members is the goal set by the committee. Two hundred more are necessary. Secretary Bradley has called in the books and unless application is made this week, opportunity will not be offered again until the season starts. And the membership tickets will be necessary if one desires to sit in the main stand. It might be added that the "visitors' stand" will be smaller than usual. And the sun is hot in right field.

Shanghai Rifle Association

The pool shoot at the long ranges (700 and 800 yds) was shot on Friday, in conjunction with the General Practice. There were about 40 members and some excellent scores were registered. The weather conditions were fine. Twenty-two entered for the pool. G. A. Fitch made a possible at 800 yds and came in first with 71 points, followed by J. Robson with 70 and A. M. Collico with 67. Following are the results of the ten best scores:

Names	700-800	Total	Net score
G. A. Fitch	34-35	69	71
J. Robson	33-33	66	70
A. M. Collico	34-33	67	67
C. Bedoni	33-33	66	67
M. Hljma	30-32	62	66
G. Heusser	34-29	63	65
Y. Kawamami	30-29	59	65
W. E. Sauer	30-33	63	65
H. T. Bradley	32-31	63	63
R. L. Ho	30-32	62	63

ANNUAL RIFLE MEETING

Entries for the above closed on Friday, April 30, at 5 p.m. Ninety six members entered (9 less than last year, 105) this decrease is due to many members being absent from Shanghai. Following are the entrants:

"A" Class 12
"B" Class 18
"C" Class 28
"D" Class 11
Total 69

The members of the American Co. this year again top the list of entries with 18. Japanese Co. comes next with 17. First Reserves and Chinese Co. with 8 each.

SPORT AND STAGE BY DOMINO

RHYMES OF THE TIMES

The Editor on leader page
Speaks of the Moon and Mars, sir,
And now we're living in an age
Of aeroplanes and cars, sir,
And if you want to rent a house
In Shanghai or the moon, sir,
A note you write,
And strike a light—
The landlord is Hardeen, sir.

In days of old when knights were bold
And people wise and prudent,
We had no ups and downs in gold
No striking of the student,
John China man was most polite
To master and to neighbor—
But coolies now
Kick up a row
To have a day for Labor.

Tomorrow all the world I hear
Is going to the races,
The ladies don their costumes
And show off all their graces—
You meet the man who offers tips,
He says he's on the level,
But take my tip
Ignore his lip
And shun him like the devil.

Miss Marie Tempest and her company are now bidding us au revoir for a while and this week they will repeat some of their successes, that means that they ought to repeat all their plays. I think we are very firmly convinced by this time that the Tempest players for all round excellence are the best to visit the Settlement. Miss Marie Tempest stars, but she is clever enough to know that she does not fill the bill, in fact she is about the most unselfish star that has ever twinkled. Those who have worked with her declare that 'She is a dear.' Of the stage she is just as fascinating as she is 'Kitty.' Witty, sympathetic and appealing are some of the attributes that have made Miss Tempest the darling of a generation.

Graham Browne is an Irishman—no, not one of those—he has all the characteristics of his charming national (I'm Irish too, Ha, Ha!) and everyone who comes in contact with him thinks he is just what he is, an altogether delightful fellow as well as a great actor. His work in the 'Duke of Killarney' will not be forgotten until the present generation of playgoers are endowed with wings or less airy weasels.

And so the charm goes through the whole company. I doubt, if the most critical has been able to discover a weak spot in any of the casts. The pack of players have worked so well together that they will always find a very warm welcome whenever they respond to the call of the East.

There must be many of us out here who remember with delight R. A. Roberts, the protean actor, who thrilled us with his sketch 'Dick Turpin's Ride To York.' What a wonderful quick change artist he was. He flew from one disguise to another and simply bewildered us with his many portrayals. Dick Turpin requires any amount of characters and a grand horse. R. A. Roberts played every part except the horse. He was Dick, he was the old woman, he was it.

Well apropos of all this his son Robert Roberts is in Shanghai playing with Humphrey Bishop and his really excellent company. I don't think I realise yet what a good crowd they are. I have seen them three times. Their repertoire is apparently inexhaustible and their power of entertaining is seen by the enthusiasm that greets them nightly. Before I dive into the past and probable future of Robert Roberts let me give you a tip, not a pony this time, but whether your tips come off at the races or not take this tip. Go and see the Bishop crowd. You will be the winner.

Now for Robert. His dad was a quick change artist. This young player changes his style practically every time he comes on the stage. Be it a heavy character, be it a jester, be it a dancer, be it a singer in Grand Opera, be it Charlie Chaplin imitations, be it a Henry Irving or a Dan Leno, he seems to be able to fit the part as if it were built for him. I have already dubbed him 'Versatility Bob' and that about tells the tale.



Robert Roberts of the Humphrey Bishop Company. Guess who he is impersonating. He offers a reward to anybody who sends in the correct answer.

crowd forgot to cheer Tom Hayward—and who? Robert Roberts was opening his merry little eyes for the first time in the vicinity. His mother thinks him good looking and it was while playing with the Bishop Company that someone else also thought him rather nice and so she looked, he saw and he bought the ring and they were married at Bagdad.

The nice little lady who sings soprano songs and appears on the program as Louise Meadows is really Mrs. Robert Roberts and 'Versatility Bob' doesn't care who knows it because she is "The only Girl."

Roberts made his first appearance in 1896 which means he was very young. He was with a circus and saw Africa. He has been on the stage ever since. After many ups and downs and a season or so with his father he got an offer to play with Miss Horniman of the Gaiety Theater, Manchester. It was here he got his first big chance and that as a character man. Charles Calver was the producer of 'The New Shylock' and his brother Louis Calver—now in America and a citizen of the country, was playing the lead. Roberts was understudying the part with little hope of playing it. But sickness comes at some time or other to the strongest and so Louis was laid low and Robert stepped in and from that time he was a fair haired boy with the management. He continued here until war broke out. And here let me tell you a little story very characteristic of Miss Horniman. She gathered her company together and told them that with war conditions it meant for a while reductions in profits and bigger expenses but she would not follow the general rule and cut down salaries but would expect everyone of her boys and girls to give ten percent to war funds. Her players responded nobly but Roberts did not pay much out. He joined up after a few weeks and went to France. He was sent to India and soon became well known and popular as director of the many concert parties formed by the soldiers. It was in India that he was demobilized and that Humphrey Bishop found him. He has been with the company ever since. He went with them to Mesopotamia, thus revisiting the scenes of battlefields where he had played still another part and it was in Bagdad that he portrayed still another part and that of a bridegroom. He affirms that the part suits him well.

There you are, you have the life history of Robert Roberts. Man in his time plays many parts, and our subject has had his share of them. He is a good fellow, and you cannot help liking him, so it is with the best of wishes to him and his recently acquired bride that we leave 'Versatility Bob.'

Hankow Races

SECOND DAY—TUESDAY, APRIL 27th

1.—Yangtze Cup—Nine furlongs.
Mr. Lianfoist's Surprise (Mr. Jones) 1
Mr. Pingwo's Challenger (Mr. Borioni) 2
Mr. Robert Weeks' Aeroplane (Mr. Bauld) 3
Won by a nose.
Time—2:25 2-5 (Record).
Cash Sweep—1st 451, 2nd 444, 3rd 507. Starters—528, 1133, 1040.

2.—Hunan Stakes—Seven furlongs.
Mr. Pearce's The Bittern (Mr. Pearce) 1
Mr. Fourmore's Why Not (Mr. Bauld) 2
Mr. Overseas' The Pilot (Mr. Eisenhut) 3
Won by one length.
Time—1:52.
Cash Sweep—1st 93, 2nd 230, 3rd 509. Starters—1084, 263, 1009, 436, 176.

3.—Hankow Derby—One mile and a half.
Mr. Pipwo's White Ensign (Mr. Borioni) 1
Mr. Pearce's The Rook (Mr. Pearce) 2
Mr. Totuck's Billiter (Mr. Dunne) 3
Won by two lengths.
Time—3:13 1-5.
Cash Sweep—1st 935, 2nd 988, 3rd 529. Starters—525, 1160, 204, 453.

4.—Changsha Plate—One mile.
Mr. Pingwo's Aurora (Mr. Borioni) 1
Mr. Pearce's The Gannet (Mr. Pearce) 2
Mr. Bagger's Baby Mine (Mr. Jones) 3
Won by two lengths.
Time—2:11.
Cash Sweep—1st 1070, 2nd 223, 3rd 1289. Starters—1212, 1207, 257.

5.—Kiyaway Plate—Three-quarters of a mile.
Mr. Hala's Abilo (Mr. Borioni) 1
Mr. Robert Weeks' Aeroplane (Mr. Bauld) 2
Mr. Hala's Haruna (Mr. Eisenhut) 3
Won by half a length.
Time—1:34 1-5.
Cash Sweep—1st 29, 2nd 1057, 3rd 256. Starters—1431, 298, 1152.

6.—Kalgan Plate—Nine furlongs.
Mr. Scott's Sunrise (Mr. Eisenhut) 1
Mr. Godo's Hijo (Mr. Takas-hima) 2
Mr. Fourmore's Why Not (Mr. Bauld) 3
Won by a neck.
Time—2:27 1-5.
Cash Sweep—1st 219, 2nd 880, 3rd 563. Starters—1095, 1561, 406, 258.

7.—Wuchang Plate—One mile and three-quarters.
Mr. Lianfoist's Surprise (Mr. Jones) 1
Mr. Overseas' The Anzac (Mr. Bauld) 2
Mr. Kaisha's Jumpy (Mr. Eisenhut) 3
Won by a length.
Time—4:00 3-5.
Cash Sweep—1st 981, 2nd 595, 3rd 563. Starters—1095, 1561, 406, 258.

8.—Kinkow Cup—One mile and a quarter.
Mr. Totuck's Billiter (Mr. Dunne) 1
Mr. Pearce's The Gannet (Mr. Pearce) 2
Mr. Overseas' The Observer (Mr. Eisenhut) 3
Won by 3 lengths.
Time—2:56 4-5.
Cash Sweep—1st 1210, 2nd 553, 3rd 978.

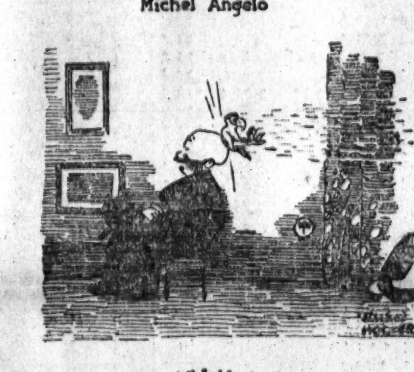
9.—Fenalty Cup—Three-quarters of a mile.
Mr. Overseas' The Pilot (Mr. Whitmore) 1
Mr. Bagger's Baby Mine (Mr. Cannan) 2
Mr. Shin-pao's Bibendum (Mr. Anderson) 3
Won by 2 1/2 lengths.
Time—1:36 1-5.
Cash Sweep—1st 1400, 2nd 571, 3rd 436. Starters—1448, 351.

10.—Hankow Stakes—One mile and a quarter.
Mr. Overseas' The Lancer (Mr. Bauld) 1
Mr. Ewo's Black Hackle (Mr. Eisenhut) 2
Mr. Pearce's The Rook (Mr. Jones) 3
Won by three lengths.
Time—2:43 3-5.
Cash Sweep—1st 1022, 2nd 697, 3rd 413. Starters—1296, 143, 1529.

If The Old Masters Had Drawn The Comics



These caricatures from "Life" indicate how the "old masters" might have profited by getting into their canvases the ideas "Bud" Fisher uses in his inimitable Mutt and Jeff series of comics now appearing in THE CHINA PRESS. Rembrandt, Van



it was in theirs. Anyhow, Mutt and Jeff will continue to get a smile out of you at breakfast time every morning in the pages of this newspaper. And the first thing in the morning—smile will probably do more to cheer your vision of life than possession of rare old paintings would.

SILVER STREAK RACE FAVORITE

Last Year's Champions Winner Is Figured Best Bet In Selling Lotteries

COMEDY KING LIKED

Picked To Take Derby And Eclipse Stakes; Woodland King Popular

MONDAY'S PROGRAM

- 1.—The Subscription Griffin Scramble.
- 2.—The Criterion Stakes.
- 3.—The Griffin Plate.
- 4.—The Cathay Cup.
- 5.—The Pou-Ma-Ting Cup.
- 6.—The Hart Legacy Cup.
- 7.—The Kiangsu Cup.
- 8.—The Eclipse Stakes.
- 9.—The Spring Subscription Griffin Stakes.
- 10.—The Hongkong Plate.

This is the week when Shanghai lays aside all ordinary affairs to go to the races and for all those who have been awaiting the opening of the big Spring Meeting of the Shanghai Race Club it may be said that every preparation for the meeting has been completed, the course is fast and in excellent condition and the forecast is for fair weather.

Training for the big meeting closed yesterday and an exceptionally large gathering appeared at the race course to witness the final trial gallops of the ponies that are to compete in the events of the next three days and on the Off Day next Saturday. The times that were recorded in the trials yesterday were, on the whole, fast.

When selling lotteries were opened the coffee room in the grand stand was crowded with members of the race club and their friends and the lotteries were the most spirited that have been held in years, keen interest being taken particularly in the bidding for stables.

Mr. John Peel's grey Silver Streak, winner of the Champions race at the meeting last November, took rank as favorite in the coming Champions event, which will be the ninth race on Wednesday, in the lotteries yesterday. Messrs. Potts and Hayim's chestnut Woodland King, late Castledown, who last won a place in the Champions at the meeting in November of 1918, having finished second in that race, was the second choice of the bidders.

FAVORITES IN LOTTERIES

Others taking rank as favorites in the bidding on The Champions in the lotteries were: Messrs. Winsome and Hasty's grey Eagle, late Guiding Star, Mr. Henry Morris's chestnut and other fields of the Morris stable, Mr. Belinda's Tyneside, Mr. Robson's Seabird, Messrs. Stephen and Burkill's Byrdand, and Messrs. Toog and Gubbay's Triumph and Wilson.

Favorites in the bidding on the Criterion Stakes, second race of tomorrow's program, were as follows:
First, Messrs. Potts and Hayim's Woodland King, late Castledown.
Second, Mr. Canpox Old Bill.
Third, Mr. John Peel's Silver Streak and Messrs. Winsome and Hasty's The Heron.

Fourth, Messrs. Harry and Joe's Plaything.
Favorites in the Eclipse Stakes, ninth race of Monday's card, were:
First, Messrs. Potts and Hayim's Comedy King.
Second, Mr. Belinda's Tyneside.
Third, Messrs. Gubbay and Hickling's Exchequer Bill and Messrs. Winsome and Hasty's The Pizamkin.

Favorites for the Shanghai Derby, to be run as the third race on Tuesday, are as follows:
First, Messrs. Potts and Hayim's comedy King.
Second, Mr. Belinda's Tyneside.
Third, Messrs. Winsome and Hasty's The Pizamkin.

Fourth, Messrs. Gubbay and Hickling's Exchequer Bill.
Fifth, Mr. Henry Morris's Lichfield.
Printed slips giving CHINA PRESS selections for each event throughout the meeting will be issued at the track as usual.

CRICKET PRACTICE

The ground of the Shanghai Cricket Club will be open for practice on Thursday, May 6, weather permitting.

At The Theaters

Clara Kimball Young and her own company, including Tully Marshall, will present "Cheating Cheaters" at the Apollo on Monday, Tuesday and Wednesday. It is a story full of suspense and mystery and is from Max March's stage play of the same name. It is said to be one of the most unusual plays ever produced either on stage or on the screen.

Today, Olive Thomas will appear in the drama "An Even Break" at the Apollo for Matinee. The ninth and tenth episodes of the serial, "Pinto the Mighty" will also be screened. In the evening, the musical comedy, "The Geisha," will be presented. Commencing Thursday, Mabel Normand's "The Venus Model," a bathing suit romance, will be the attraction at the Apollo.

"The Devil Stone," featuring Gerald Farrar, will be seen at the Victoria tonight. The two part comedy, "The Butcher Boy," with Fatty Arbuckle is also billed. The popular Humphrey Bishop Comedy and Operatic Company will present tonight their third big success, "The Wedgwood Classics," at the Olympic. The play consists of "pot-pourri" of grand opera and colonial dancing. Other features of the program will include their third version of "Titi-bits from Vandeville" and "The God of Five Wishes."

Mario Tempest, the great English actress, will be seen at the Lyceum for the last week of the company's visit to Shanghai. The programs will be: Monday, Good Gracious Annabelle; Tuesday, At the Barn; Wednesday, Cousin Kate; Thursday, Outcast; Friday, Mrs. Dot; and Saturday, Mary Goes First.

The Towa Cinema will show the usual Japanese drama and Mario Walcamp's "The Red Glove."

Fast Card Of Racing Is Seen At Kiangwan

Postponed Meeting Of Recreation Club Draws Big Crowd With Best Kind Of Weather

Excellent racing under the best of weather conditions and with a fast course characterized yesterday's program of events at the Kiangwan track. Favorites ran true to form with the result that dividend payments in general were not large. The biggest payment of the day, in fact, was for place in the first race, \$58.40, an award that went to all who held tickets on Mr. Sing Foh's Yellow Paper, which finished second.

The Open Steeplechase, the third race, lacked any striking feature, but it was a contest that held the interest of the packed stands from beginning to end. The race was won by Mr. J. A. Hayes' black Tiga with Messrs. Sly and Hickling's Prelate finishing second and Mr. Bonar's Battle Axe third.

One of the noteworthy contests of the program was the tenth race, The Swan Meadow Plate, which brought the most exciting finish of the day. The struggle in the stretch was between Mr. Hart's Royalist, ridden by Mr. J. Liou, Mr. R. Macgregor's Mulderg, ridden by Mr. J. Johnstone, and Messrs. Fay and Seth's Sticky Beak, ridden by Mr. A. J. Heard and after the three ponies had swept by the stands abreast it was an open question which had won. Royalist finished first by a scant half length and Mulderg and Sticky Beak raced a dead heat for second place.

In the big event of the afternoon, the last race, The Grand April Handicap, ridden by Mr. A. J. P. Heard finished in first place leading by a half length Mr. Henry Morris's Winsome Dahlia, ridden by Mr. R. F. Stewart. Winsome Dahlia led Mr. Foh Sing's Yellow Diamond, which finished third, by many lengths.

THE SUMMARY

1.—The C. G. R. Race—Value \$300. 2nd pony \$125. 3rd pony \$100. One and a quarter miles.

Paper (Mr. L. Sih) 151-2
Mr. Yale's grey Little Nephew late Possum (Mr. Y. Wong) 157-3
Also ran: Oldsmobile (Mr. H. F. Hu), Oronoco (Mr. P. C. Wu), April Fool (Mr. H. W. Ip), Persimmon (Mr. A. S. Yih), The Pioneer, late Specialist (Mr. L. F. Soong).

Won by one length; half length. Pari-mutuel—For win, \$17.20; for place, \$9.20; \$58.40 \$11.50.
Cash sweep—1st 338, 2nd 156, 3rd 292. Unplaced—355, 364, 222, 125 and 143.

2.—The Getaway Selling Plate—Value \$400. 2nd pony \$125. 3rd pony \$100. 7 furlongs.

Mr. Cloud's grey Sideway (Mr. J. Liou) 142-1
Mr. K. D. So's grey Kowloon (Mr. F. R. Vida) 148-2
Mr. Stubbs' dun The Kangani (Mr. J. A. Hayes) 150-3
Also ran: Merryland, late Dunmore (Mr. H. F. Hu), Aida, late Bixacott, late Drumstick (Mr. Y. Wong), Silly Thing (Mr. Moon), Rushton (Mr. A. V. White), Eastern Harp (Mr. Knoll) Mafeking (Mr. Harper).

Won by half a length; many lengths. Time 1:46 2-5.
Pari-mutuel—For win, \$18.20; for place, \$7.60; \$10.20; \$11.20.
Cash sweep—1st 451, 2nd 146, 3rd 443. Unplaced—324, 292, 399, 334, 345 and 218.

3.—The Open Steeplechase—Value \$300. 2nd pony \$125. 3rd pony \$100. Two miles.

(Continued on Page 2)

Shanghai Races—Spring Training

Pony.	Rider	1/4	1/2	3/4	1	1 1/4	Last
Woodland King	WGC	35.4	1.09.2	1.41.3	2.11.2		*29.4
Escapade	boy	33.1	1.04	1.36			32
Bradbury	SAS	32.4	1.03.2	1.35.1			31.4
The Lad	boy	32.4	1.03.3	1.35.3			32
The Oriole	boy	33.3	1.16.3		2.28	3.00.1	32.1
Comedy King	WGC	36.1	1.09.1	1.40.4	2.11.4		31
The Pirate	CK	38.1	1.15	1.50.3	2.24.1		33.3
Father Confessor	RWW						33.3
Tatouillard	GW		1.05	1.38.3	(last 1/4 of 1)		*33.3
Triumph	AK	37	1.10.4	1.40.3			29.4
Silver Streak	JJ	33.4	1.04.3	1.35.2			30.4
Wild Cat	boy	33.4	1.17.3	1.53.3	2.28.2	2.58.2	30
Rouble	SAS	31.1	1.05		(last 1/4)		*33.4
Vulcanite	boy	37.2	1.10.3	1.42.4	2.16.1		33.2
Clouded Amber	JC				Chipped in last 1/4		34
Spindles	WAD	32.1	1.04.3				32.2
Tomahawk	TH	31.1	1.02.2	1.36.1			33.4
Dusty Miller	AJPH	36.4	1.11.2	1.43	2.13.2		30.2
Lichfield	RFS	36.3	1.08.3	1.39.2	2.12		32.3
Spartan King	WGC	36	1.09.4	1.41.1	2.13.2		31.1
Soft Thing	M	31.2	1.03	1.33.3			30.3
Colinton	JJ	33.2	1.09	1.44.4	2.19.1	2.50.4	31.3
The Ptarmigan	WH	34.3	1.08.2	1.39.3	2.10		30.2
Jack Scott	AJPH	34.1	1.04.1	1.34.4			30.3
Rushlight	HEM	35.4	1.07.2	1.39.1			31.4
Pilgrim	SAS	33	1.05.1				32.1
Fighting King	WGC	36.3	1.09.4	1.40.3	2.10.4		30.1
White Fox	AVW	32.3	1.03.4	1.36.2			32.3
Tiefield	RFS	38.2	1.12.2	1.45.2	2.17.4		32.2
Cape Horn	TH	37	1.08	1.39			31
Ross-shire	RMD	34	1.05		(last 1/4)		30.1
Jet	boy	37	1.09.4	1.39			29.1
Churchill	AK	33.3	1.04.3		(last 1/4)		30.1
Eastward Ho	SBMB	36.3	1.09.4	1.40	2.11		30.1
Byland	boy	30.1	1.00.2				30.1
Seabird	JKB						30.1
Gulfand	WAD	33.2	1.04	1.33.3			30.1
Mammoth	boy	37.2	1.13.4	1.48	2.20.1	2.51.1	31
The Flyer	FV	34	1.04.3	1.36.3			30.2
The Eagle	WV	36	1.10	1.42.2	2.12.4		30
Tyneside	AJPH	32.3	1.02.3				30.2
White Spear	ATW	32.1	1.04		(last 1/4)		31.4
Wilson	boy	35.4	1.09.1	1.41.2	2.11.1		29.4
Leofield	RFS	35.2	1.09	1.44.4	2.16.3		31.4
Lalloween	JJ	37	1.12.3	1.45	2.16		31
Gulbarg	WGC	36.3	1.08.1				31.3
Trylle IL	GW	34	1.07.1	1.39			31.4
Florida	FV	32.1	1.03.4	1.37.2	(last 1/4 of 1)		33.3
Golden Gate	SAS			1.38.4	(last 1/4 of 1)		29.4
Dancing Bird	JKB	30.2	1.00.1				29.4
Bachelor Tax	JJ	38	1.14	1.48	2.19.4		31.2
Victoria	boy	38.1	1.12.2	1.42.1			31.2
Dinty Moore	RMD	36.2	1.10.2	1.41.4			31.2
Cuckfield	boy	37.4	1.12	1.48.2	(last 1/4 of 1)		29.4
Gladiator	AJPH	37	1.09.1	1.39			30.4
Scala	WGC	37.2	1.17	1.53.4	2.28	3.01.4	32.2
Charing Cross	AK	35.2	1.08	1.40	2.12.2		31.2
Nigger Minstrel	FV	35	1.08.4	1.39.4	2.11.1		31.4
Golden Feather	FV	32	1.03.2	1.34			30.3
Say Tal	boy	36.2	1.08.1	1.40			30.3
Toc Emma	WH	36.1	1.09.4	1.40.2			31.2
Exchequer Bill	JJ	36.1	1.10	1.41.2			32.1
Hongkong Chief	SBMB	33.3	1.04.4	1.37			34
Mr. Jiggs	RMD	35	1.09.3	1.43.3			30
Langana	FV	35	1.11.2	1.43.1		2.47.4	32.2
Play Thing	SBMB	32.2	1.04	1.34			31.3
Thermometer	LWJ	34.1	1.05	1.37.2			31.3
Djemnah	boy	34.1	1.05.1	1.36.4			30.3
Barlin	WGC	37.4	1.11.2	1.42			31
Old Bill	boy	32.4	1.02.4	1.34.4			32.1
The Whippet	RWW	37.1	1.11.1	1.43.2			31.3
Pavelek	JJ	31.3	1.03.4	1.35.2			33
Dutch Chief	SBMB	31	1.03	1.36			32.1
Rusty	boy	34.1	1.05.3	1.37.4			34.4
The Despaired Bird	boy	32.3	1.02.1	1.38			32.2
Unionist	ET	32	1.04.3	1.38			30.4
Young Alf	boy				in company with Old Bill		30.1
Co-insurance	WGC	35	1.08.3	1.39.2			31.2
Night Hawk	boy	37.2	1.12.3	1.47.1	2.17.2		30.1
Father John	FV	32.3	1.04				31.2
Douro	AK				1.38.3 (in company with Unionist)		*34
Wild Irishman	boy	33	1.05	1.36			31
Triumphant Star	boy	32	1.04	1.34			30

*On the inside course.

Fast Card Of Racing
Is Seen At Kiangwan

(Continued from Page 1)

(Mr. Easwood), Harvestland (Mr. Dalgarno), Ye Illusionist (Mr. Harper).

Won by two lengths; half length. Pari-mutuel.—For win, \$39.06; for place, \$8.60; \$6.10; \$11.90.

Cash sweep—1st 211, 2nd 80, 3rd 320. Unplaced—123, 239, 109, and 70.

4.—The Castle Handicap.—Value \$400. 2nd pony \$150. 3rd pony \$100. One and a quarter miles.

Mr. Leaf's dun Bright Folly (Mr. J. Johnstone) 163—1.

Mr. Day's black Foreignland (Mr. H. F. Hu) 130—2.

Mr. Meguro's ches. Yoshino (Mr. J. Liou) 144—3.

Also ran: Ivanhoe (Mr. T. U. Yih), Mulderg (Mr. L. Shi), Saye (Mr. A. J. P. Heard), Victory (Mr. F. R. Vida), Little Nemo (Mr. Y. Wong), and Astral (Mr. Knoll).

Won by two lengths, a half length. Time: 2:40 1-5.

Pari-mutuel.—For win, \$10; for place, \$6.70; \$13.80; \$9.90.

Cash sweep—1st 491, 2nd 440, 3rd 507. Unplaced—63, 330, 284, 415, 13 and 270.

5.—The Portland Plate.—Value \$300. 2nd pony \$125. 3rd pony \$100. One and a half miles.

Mr. Vigilant's brown Ladis (Mr. F. Vida) 155—1.

Mr. Lansing's ches. Newcastle (Mr. Knoll) 155—2.

Mr. Hart's grey Motorist (Mr. T. U. Yih) 152—3.

Also ran: Passing Cloud (Mr. C. T. Chu), Billiken (Mr. G. G. C. Harper) and Speculator (Mr. Judah).

Won by one length, one and a half lengths. Time: 3:16 1-5.

Pari-mutuel.—For win, \$8.90; for place, \$5.20; \$5.40; \$6.00.

Cash sweep—1st 293, 2nd 237, 3rd 367. Unplaced—305, 91 and 562.

6.—The Valentine Stakes.—Value \$300. 2nd pony \$125. 3rd pony \$100.—Three quarters of a mile.

Mrs. Yih's grey White Diamond (Mr. J. Johnstone) 159—1.

Mr. Gilpin's bay Barometer (Mr. Knoll) 158—2.

Mr. Chow Sung's grey Full House (Mr. J. Liou) 144—3.

Also ran: Coronation (Mr. A. J. P. Heard), Sun Star (Mr. F. Vida), Commonland (Mr. H. F. Hu), Little Winnie (Mr. L. F. Soong) and Red Sea (Mr. A. S. Yih).

Won by one length, one length. Time—1:31.

Pari-mutuel.—For win, \$9.80; for place, \$4.50; \$7.50; \$9.50.

Cash sweep—1st 65, 2nd 416, 3rd 531. Unplaced—42, 239, 377, 592 and 299.

7.—The Southern Stakes.—Value \$300. 2nd pony \$125. 3rd pony \$100.—One and a half miles.

Pony \$100.—One and a half miles.

Mr. Ning Shao's dun Conqueror (Mr. A. J. P. Heard) 155—1.

Mr. K. D. Sov's grey Beat-ing (Mr. F. R. Vida) 155—2.

Mr. Four's bay Keyaoe (Mr. J. Johnstone) 164—3.

Also ran: Ace of Diamonds (Mr. Knoll) and Mikasa (Mr. J. Liou).

Won by one, length, two lengths. Time—3:17.

Pari-mutuel.—For win, \$16.50; for place, \$9.50, \$9.10.

Cash sweep—1st 222, 2nd 525, 3rd 449. Unplaced—113 and 149.

8.—The Reach Selling Plate.—Value \$400. 2nd pony \$125. 3rd pony \$100.—Nine furlongs.

Messrs. W. A. W. and Gussie's bay Rushton (Mr. Knoll) 153—1.

Mr. Vigilant's ches. Merry-sand (Mr. C. T. Chu) 142—2.

Mr. San Sing's bay The Pioneer (Mr. L. F. Soong) 145—3.

Also ran: Three of Spades (Mr. H. F. Hu), Automobile (Mr. J. Liou) and Reputation (Mr. A. J. P. Heard).

Won by two lengths, two lengths. Time—2:22 2-5.

Pari-mutuel.—For win, \$14.80.

Mr. Vigilant's brown Ladis (Mr. F. Vida) 155—1.

Mr. Lansing's ches. Newcastle (Mr. Knoll) 155—2.

Mr. Hart's grey Motorist (Mr. T. U. Yih) 152—3.

Also ran: Passing Cloud (Mr. C. T. Chu), Billiken (Mr. G. G. C. Harper) and Speculator (Mr. Judah).

Won by one length, one and a half lengths. Time: 3:16 1-5.

Pari-mutuel.—For win, \$8.90; for place, \$5.20; \$5.40; \$6.00.

Cash sweep—1st 293, 2nd 237, 3rd 367. Unplaced—305, 91 and 562.

6.—The Valentine Stakes.—Value \$300. 2nd pony \$125. 3rd pony \$100.—Three quarters of a mile.

Mrs. Yih's grey White Diamond (Mr. J. Johnstone) 159—1.

Mr. Gilpin's bay Barometer (Mr. Knoll) 158—2.

Mr. Chow Sung's grey Full House (Mr. J. Liou) 144—3.

Also ran: Coronation (Mr. A. J. P. Heard), Sun Star (Mr. F. Vida), Commonland (Mr. H. F. Hu), Little Winnie (Mr. L. F. Soong) and Red Sea (Mr. A. S. Yih).

Won by one length, one length. Time—1:31.

Pari-mutuel.—For win, \$9.80; for place, \$4.50; \$7.50; \$9.50.

Cash sweep—1st 65, 2nd 416, 3rd 531. Unplaced—42, 239, 377, 592 and 299.

7.—The Southern Stakes.—Value \$300. 2nd pony \$125. 3rd pony \$100.—One and a half miles.

for place, \$7.90, \$12.60, \$16.60. Cash sweeps—1st 218, 2nd 577, 3rd 133. Unplaced—398, 515, and 39.

9.—The Little John Plate.—Value \$300. 2nd pony \$125. 3rd pony \$100.—Three quarters of a mile.

Mr. Meguro's ches Yoshino (Mr. J. Liou) 149—1.

Mr. Gilpin's bay Barometer (Mr. Knoll) 158—2.

Mr. A. S. Yih's white Per-simmon (Mr. A. J. P. Heard) 155—3.

Also ran: Kowloon (Mr. Vida), Silly Thing (Mr. Moon) and Eastern Star (Mr. H. F. Hu).

Won by two lengths, one length. Time—1:30.

Pari-mutuel.—For win, \$39.90; for place, \$8.20, \$6.30, \$6.50.

Cash sweep—1st 578, 2nd 542, 3rd 338. Unplaced—432, 598 and 445.

10.—The Swan Meadow Plate.—Value \$300. 2nd pony \$125. 3rd pony \$100.—One mile.

Mr. Hart's grey Royalist (Mr. J. Liou) 146—1.

Mr. R. Macgregor's ches. Mulderg (Mr. J. Johnstone) 155—2.

Messrs. Fay and Seth's ches. Sticky Beak (Mr. A. J. P. Heard) 158—2.

Also ran: Oldsmobile (Mr. Y. Wong), Heating (Mr. F. R. Vida), Little Boy (Mr. H. W. Ip), Evening Star (Mr. L. F. Soong), Dryland (Mr. C. T. Chu), Foreignland (Mr. H. F. Hu) and Kumano (Mr. H. Tomono).

Won by half length, dead heat. Time—2:06 3-5.

Pari-mutuel.—For win, \$23.90; for place, \$9.60, \$9.20, \$16.80.

Cash sweep—1st 591, 2nd 112, 3rd 457. Unplaced—64, 96, 67, 530, 637, 475 and 652.

11.—The Grand April Handicap.—Value \$500. 2nd pony \$100.

\$150. 5rd pony \$100.—One and half miles.

Mr. Perchang's dun Co-operation (Mr. A. J. P. Heard) 152—1.

Mr. Henry Morris' grey Winsome Dahlia (Mr. R. F. Stewart) 150—2.

Mr. Foh Sing's yellow Diamond (Mr. J. Johnstone) 150—3.

Also ran: Ladis (Mr. C. T. Chu), Newcastle (Mr. Knoll), Wild Night (Mr. F. R. Vida) and Evangelist (Mr. J. Liou).

Won by a half length, many lengths. Time—3:12.

Pari-mutuel.—For win, \$12.90; for place, \$5.90, \$7.00, \$6.20.

Cash sweep—1st 55, 2nd 54, 3rd 253. Unplaced—400, 403, 665 and 570.

12.—The Grand April Handicap.—Value \$500. 2nd pony \$100.

Mr. Hart's grey Royalist (Mr. J. Liou) 146—1.

Mr. R. Macgregor's ches. Mulderg (Mr. J. Johnstone) 155—2.

Messrs. Fay and Seth's ches. Sticky Beak (Mr. A. J. P. Heard) 158—2.

Also ran: Oldsmobile (Mr. Y. Wong), Heating (Mr. F. R. Vida), Little Boy (Mr. H. W. Ip), Evening Star (Mr. L. F. Soong), Dryland (Mr. C. T. Chu), Foreignland (Mr. H. F. Hu) and Kumano (Mr. H. Tomono).

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11.—The Grand April Handicap.—Value \$500. 2nd pony \$100.

I should like some of the

adverse critics to see the fun and real comedy that can be legiti-mately got out of a comedy like 'Twelfth Night.' On Friday evening I saw some of the amateurs in action and it looks a certainty that they will give Shakespeare all that is due to him.

The A.D.C. again falls lucky in having some fine players to fill the different parts. 'Viola' is a grand part and needs lots of ex-perience, good looks and charm to faithfully portray the part. The club could not have anyone better suited than Mrs. Morley Peel. She possesses all the attributes mentioned and she has a delightful voice and knows how to give full play to it with her lines. This lady has not hitherto played at the Lyceum Theater but during the war she formed a company and played over four hundred times various comedies and works of Shakespeare at different camps and hospitals. I well remember this lady as one of the foremost amateurs in London.

Mrs. Chris Wingrove is already well known to us all as a very talented actress. She has ap-peared in comedy and in vaudeville and has scored heavily in each. She is now playing the part of 'Olivia' and her fine voice will be heard to advantage in the many beautiful lines that Shakes-peare puts into her mouth. Mrs. Wingrove is a student of Shakes-peare and will do full justice to her part.

Maria is a merry little murt and it has been given to Miss Macgregor. This will be the young lady's debut but if en-thusiasm and hard work count for anything she can look forward to a big success. She has the best wishes of Domino.

All the male parts have been well filled and just what they are doing must wait for another week.

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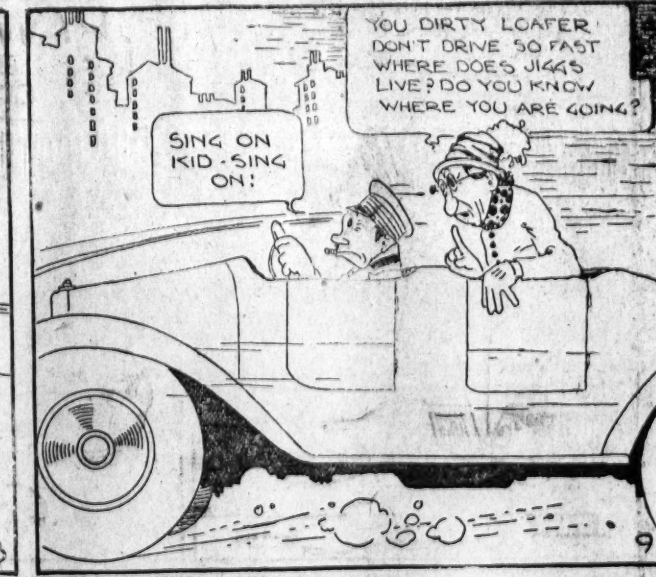
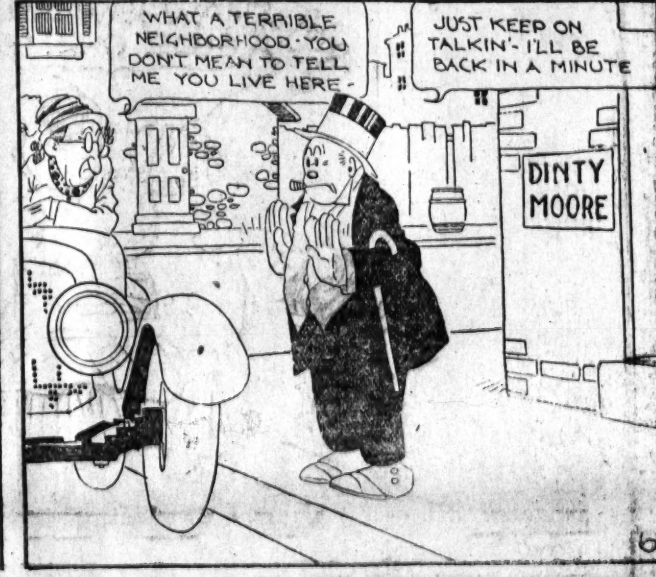
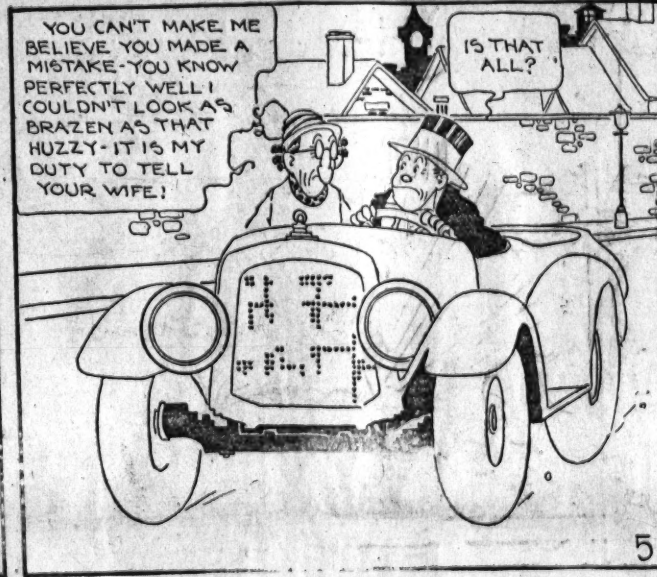
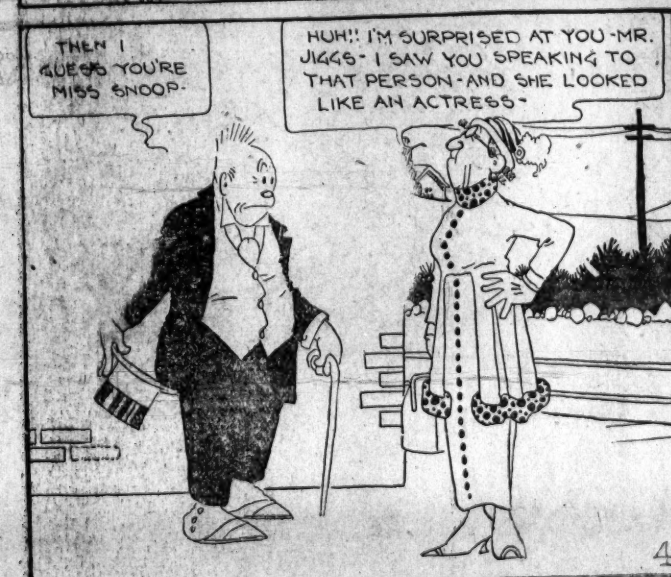
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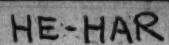


Comic Picture Section

Sunday, May 2nd, 1920

Bringing Up Father





Little Jimmy

